

Airfield Research Group Ltd

ARG Research Note No.17: RAF Tangmere

Barrack Block Bldg.116

Paul Francis and Richard Flagg – March 2009



Plate 1 (front cover) Building 116 (16-07-82)



Plate 2: Building 116 (rear elevation) (16-07-82)



Plate 3: Front elevation of building 116 (20-08-83) (Photo: JCT)

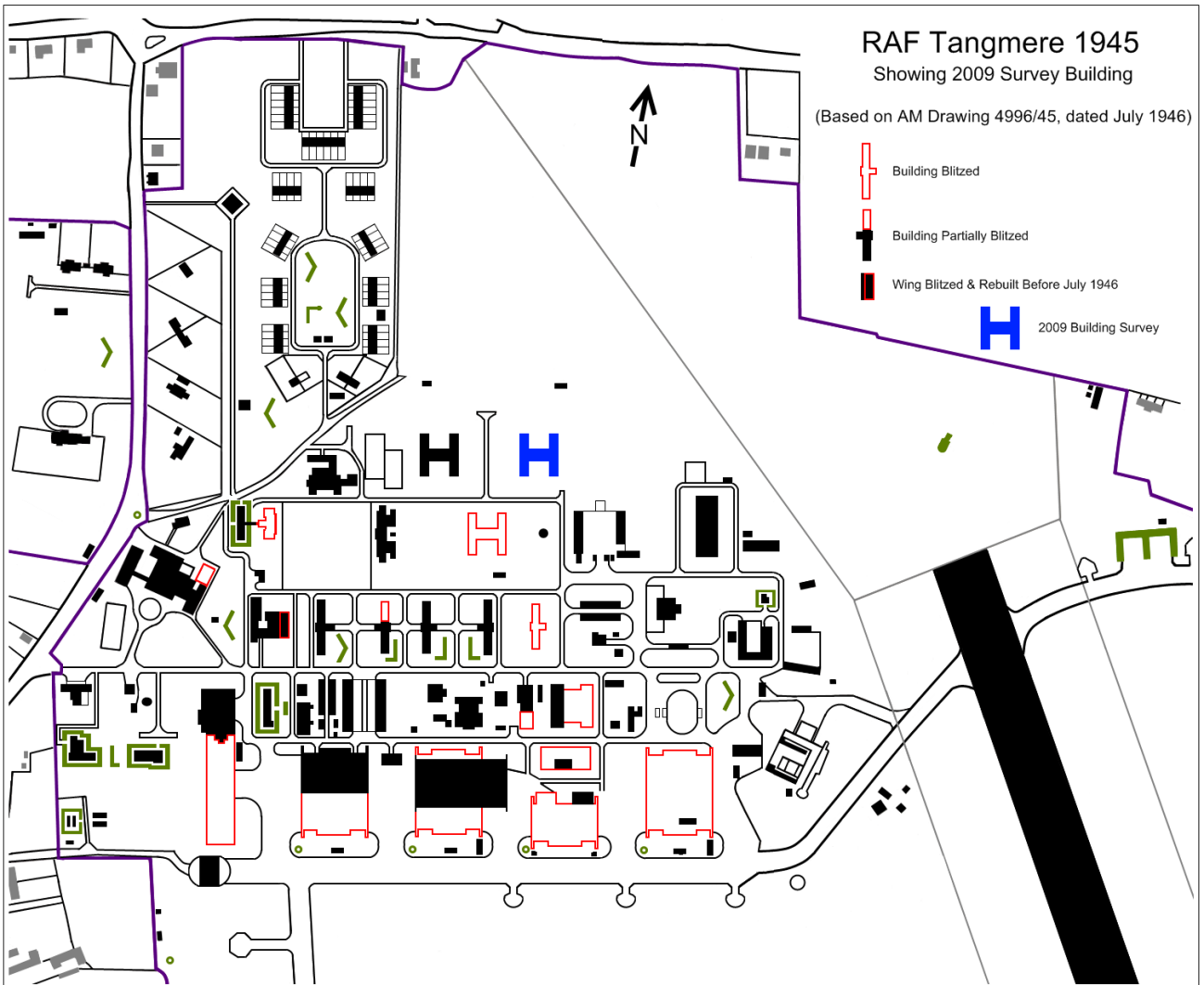


Plate 4: 1945 Map of the main camp area showing location of Survey Building

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Copyright Statement

Paul Francis and Richard Flagg are the recognised authors of this work 2009

Chapter 1: Methodology & Notes on Sources

1.1 The Report

This Level 4 report was commissioned by West Sussex County Council as a documentary research and building recording study for the last surviving 'H'-shaped barrack block (Building 116) at Tangmere Airfield, which has been recently designated as a Grade 2 Listed Building. The building had been in continuous military use from 1939 until the station closed in 1971. West Sussex County Council acquired the building from the Ministry of Defence on 17 April 1980.

The report has been completed to a minimum of English Heritage Level 4. Chapter 2 explains why and how RAF Tangmere was built and developed from 1917 until the outbreak of WWII; it is illustrated with a small selection of photographs taken by the author on 16 July 1982 plus a couple taken by Julian Temple (JCT) on 20 August 1983. The report also includes a chapter which provides an overview of the development of the RAF barrack blocks over that same period. No attempt has been made to include the operational history of RAF Tangmere except for details of the air-raids that took place during 1940–41 when many of the station buildings were blitzed.

1.2 Methodology

The survey was carried out between 12–16 January 2009 by Paul Francis (PF) and Richard Flagg (REF), using the Air Ministry drawings 1132/38 and 9967/38 as a datum to work from – the building was measured to compare the data with that shown on the official drawings. The building's plan form was measured in both imperial and metric forms using a Leica Disto Lite and tape measure. Fully dimensioned plans were then prepared for both floors. Exterior measurements were taken as a running measurement, while interiors conform to actual measurements. Basic vertical measurements were also taken and elevation drawings prepared. The report has been completed from observations made during the survey as well as primary sources at The National Archives, Kew. No secondary sources were consulted.

In addition to the actual Level 4 report, a full 3D scale replica model of the 8/84 barrack block was built using the 3D modeling software '3dsmax'. This was achieved using pictures and plans of the building, whereby the images were used for both reference and to create surface textures (brick, windows, tile, etc). These textures were created in Adobe Photoshop and applied to the model in 3dsmax. Final elevation and 3D renders were created of the finished model from various angles.

1.3 Notes on Sources

Primary sources on RAF Tangmere are preserved in fairly small numbers, and are part of a much larger collection of documents relating to the RAF, RAF Fighter Command, as well as squadron and station Operational Record Books (ORBs). These are mainly found in The National Archives (TNA) under the Lettercode 'AIR'. For the purposes of this report, the only records relating to Tangmere which were examined in any detail refer to the development of the station rather than from operations. There are very few records (almost none) in the TNA on the development of RAF barrack blocks, and for this primary source information the only records are in the form of original plans and drawings, plus photographic evidence.

Large scale Air Ministry Directorate of Buildings and Works building-type drawings and record site plans are, therefore, the key source relating to buildings. These are held in 35mm aperture card form

at the RAF Museum, Hendon. There is also a large collection of drawings held by the author (AiX-ARG Archive Limited) which was also consulted and it is from this collection, that the original drawings of the Type 8/84 Barrack Block have been identified and copied.

1.4 Acknowledgements

The report was written and compiled by Paul Francis with assistance from Richard Flagg. All drawings and mapping was carried out by Paul Francis using the free internet program Paint.Net. The computer-generated elevation and 3D renders were modeled by Stephen Legg, and the statistical data concerning population figures of the type 8/84 barrack block was carried out jointly by Stephen Legg, Richard Flagg and Paul Francis. The data was cross checked by Graham Crisp. Julian Temple provided two photographs taken in August 1983.

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Chapter 2: Construction & Reconstruction 1917–1940

2.1 Background

Construction of RFC Tangmere commenced in September 1917; while building was in progress the site was handed over to the American Government which became responsible for all contracts. The Americans at this time did not possess any front-line aircraft or pilots even, so an arrangement had been made between the two governments such that American officers and men would be put through the TDS training regime in the UK and Ireland.

In January 1918, the Chief of the Air Staff, Hugh Trenchard conceived and shaped the embryo of the future United States Strategic Bombing Command when he authorized construction of three new aerodromes in Sussex, for training American pilots and mobilizing new US squadrons. Tangmere and Ford Junction, plus the new stations were therefore allocated to the United States Army. His idea was that American bomber crews would fly alongside RAF bombers in joint operations, flying from new bomber bases in Norfolk, against targets in Germany.

The planning and construction of Ford Junction and Tangmere was already well advanced as a pair of aerodromes belonging to a Royal Flying Corps / Royal Air Force Training Depot Station (TDS) Mobilization Wing. The new aerodromes were to be built at Goring-by-Sea, Rustington and Southbourne but it is unlikely, that Goring and Southbourne were ever handed over to the Americans before the Armistice on 11 November 1918.

Meanwhile Trenchard had from July 1918, authorized the use of aeroplanes normally required at the front, to form nine special flights of Handley Page and BE 2bs. These were to be sent to Ford Junction, Rustington and Tangmere for the advanced tuition of hundreds of Americans to be stationed with the newly-formed Independent Air Force.

Goring, Rustington and Southbourne were each to be classed as three-unit (or squadron) TDS. During 1917/18, the TDS organization was the main RFC / RAF instructional flying unit and functioned as a finishing school for qualified pilots specializing in a particular function. All five stations were reserved for Handley Page bomber pilot training. Unlike Tangmere and Ford Junction, the three new aerodromes in Sussex were the only stations designed around the Handley Page bomber. All others having this type of aircraft already existed prior to the new machines going into service, and very often had to have new storage sheds built to accommodate the large aircraft. Because of the unique idea of having aircraft with folding wings, the planning and layout at the new schools in the county was therefore completely different from the traditional TDS arrangement, such as that at Tangmere.

The new training aerodromes were therefore designed to have the standard 100ft span Aeroplane Repair Shed (ARS), while the Handley Page sheds housing the three flights were in the form of 70ft span terraced garages suitable for the HP O/400 with its wings folded. Goring, Rustington and Southbourne were planned with two twin-storage sheds consisting of a building having two terraces built back-to-back with five garages in each terrace. Two single-terrace sheds having five garages were also to be built. All four blocks were to be constructed in a line with end-opening doors facing each other, each terrace having doors along one end-wall only.

2.2 Planning of Tangmere

The planning of Tangmere was based on the established TDS arrangement of 1917 and did not initially include a Handley Page shed. Aligned east-west, there were seven end-opening General Service (GS) Aeroplane sheds, each with a clear span of 100ft, and these were arranged as three pairs of hangars (one pair for each unit); behind these were the technical and instructional buildings. The other hangar of this layout was in the form of a single span shed for the ARS, and behind this were the ARS buildings. The Handley Page shed was aligned north-south, and to the north of this were the Officers' Mess and their separate quarter huts. Men had their Regimental Institute and five barrack blocks were located in a group to the north of the technical buildings, with the Women's Hostel to the north of this group.

After the Armistice the American Government¹ owned the buildings on many training aerodromes in England and Ireland, including the local stations at Rustington, Ford Junction and Tangmere.

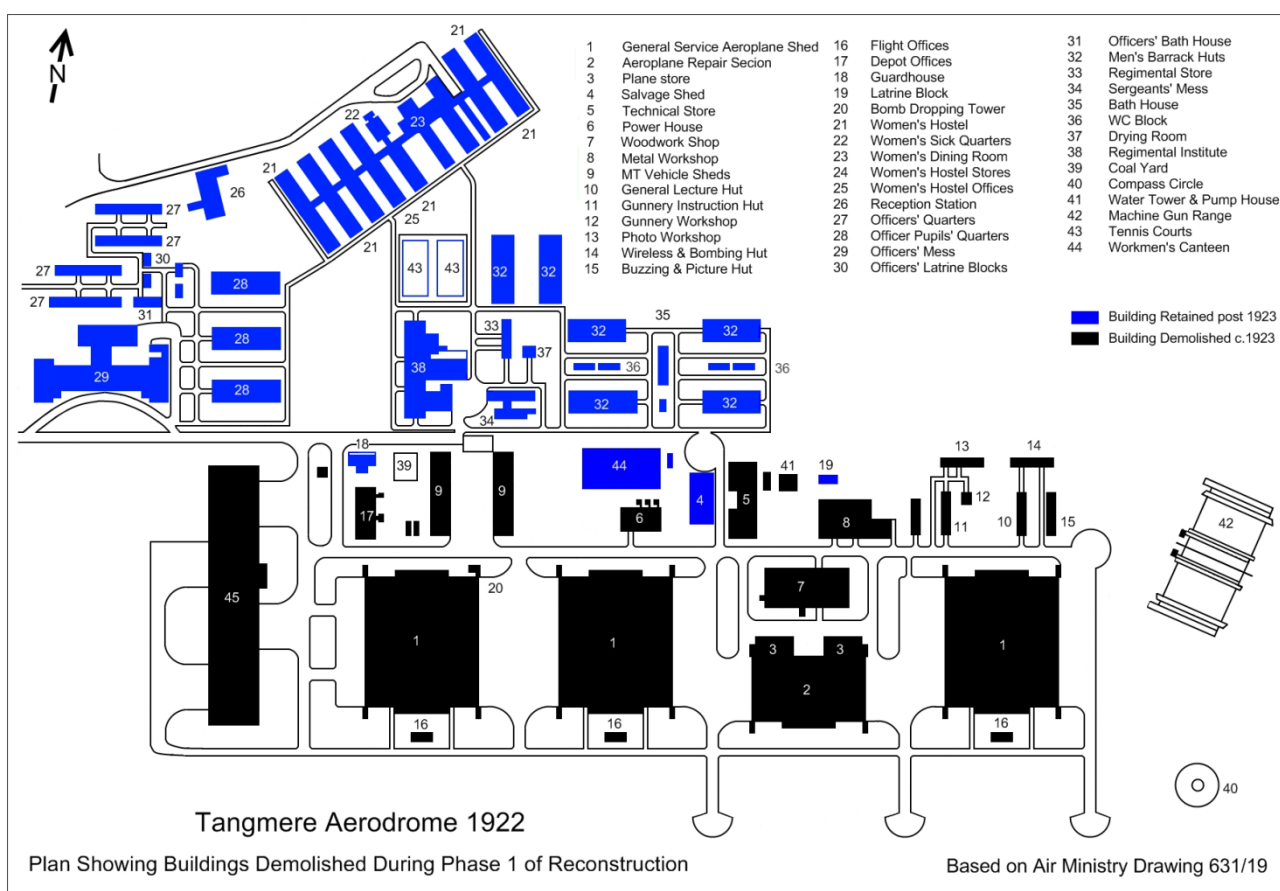


Plate 5: 1922 map of Tangmere aerodrome showing technical and domestic building footprints

¹ Headquarters of the Provisional District of Great Britain, American Expeditionary Force was located at 35 Eaton Place, London SW1

2.3 Typical WWI Buildings at Tangmere



Plate 6: MT Vehicle Shed (9 WWI & 36 WWII) (16-07-82)



Plate 7: MT Vehicle Shed (9 WWI & 36 WWII) (16-07-82)



Plate 8: A small section of surviving Handley Page Shed (45 WWI & 60 WWII) which was converted into the Astra Cinema & Theatre



view looking north east (16-07-82)

Plate 9: Handley Page shed / Astra Cinema & Theatre (45 WWI & 60 WWII) – view looking north west (16-07-82)



Plate 10: Tangmere Station (Depot) Offices (17 WWI & 34 WW2) (16-07-82)



Plate 11: Surviving part of GS Aeroplane Shed Annexe (unknown building number) (16-07-82)

2.4 Disposal 1919-1923

The American Government had sold Ford Junction towards the end of 1919 for £18,500, however the construction value for the buildings was nearer £244,000, less the estimated depreciation and less any rent for the period during which the station was occupied by the Americans.

During 1919 the Air Ministry had many surplus stations to dispose of, and the acquisition of Tangmere from the Americans would add one more, but it had already been identified as a good aerodrome and well sited for the defence of Portsmouth should the need arise. The Treasury therefore wanted to buy the station from the American Government for the scrap value of the buildings (estimated at around £10,000 plus a nominal figure of £9,500 for the land which was still held under the Defence of the Realm Act (DORA). The future of Tangmere was pitched against the stations at South Carlton near Lincoln, and Manston in Kent. South Carlton had the advantage over Tangmere and Manston in that it was worth an estimated £6,000, so if the Air Ministry settled for Tangmere the Treasury would be out of pocket by £14,000, and Manston by £24,000. Manston had the advantage over both sites in that the camp included a hospital, swimming bath and gymnasium. In the end South Carlton was rejected and both Manston and Tangmere were retained.

The US Government paid all expenses and charges up to 1 February 1919 while they occupied the sites. From that date onwards the British Government became custodian of the surviving sites and, if the Air Ministry had wanted to make use of any of these, the Treasury would be made liable for a rent of 4.5% per annum of the cost of construction. It was an advantage to the British Government therefore, to quickly dispose of these sites, or to purchase the buildings from the American Government as soon as possible.

Tangmere aerodrome had been handed over for disposal in August 1919 but meanwhile the Disposal Board had actually purchased fifty acres of land occupied by the buildings on behalf the US Government at a cost of £3,500! The aerodrome had by then been handed back to the original owners who had leased the land to a tenant, and the site was now under cultivation.

The Aerodrome Disposal Board (later the Disposal & Liquidation Commission), over the next three years tried to sell the buildings on behalf of the US Government, but this came to nothing, despite one inquiry on 18 June 1923 from a Mr OF Horn (of 25 Kilburn Priory, NW6) to buy the freehold for £10,000. By then the merit of re-opening the station had been realised by the RAF, partly due to a change in the political situation in Europe, and with this, the expansion of the RAF under the Home Defence Scheme.

2.5 Purchase 1924-1925

On 25 August 1923 a firm offer was made by the British Treasury of £15,000 for the buildings plus the land on which they stood and this figure was accepted by the US Government.

The value was based on the fact that most of the buildings were either unsatisfactory, or were not required. The station had been designed in 1917 on a three squadron basis, but now only one single-seat fighter (SSF) squadron was going to be based there. The officers' and airmen's quarters were deemed unsatisfactory and would have to be rebuilt, and it was also proposed to demolish two coupled General Service sheds (leaving one which needed a new roof covering) as well as removing the Handley Page shed.

The estimated value of the rest of the aerodrome, amounting to 150 acres, was set at £9,000, plus a figure of £1,000 for compensation to be paid to the tenant.

Representatives of the RAF Building Committee visited Tangmere on the 24 September 1923 to consider the future accommodation requirements for one SSF squadron, and by 15 November 1923 the site had been transferred to the Air Ministry for occupation as an RAF station.

Towards the end of 1923, negotiations for the purchase of a small number of additional fields were also in hand, in particular:

- (1) 11.262 acres of Glebe Land from The Reverend Robert Johnson Coyle (the Vicar of Tangmere) which had a tenant G Bagley, purchased for £562 10s and completed on 16 April 1924.
- (2) 10.5 acres (part of Field No.4) James Bayley and Anne Bayley of Church Farm for £700 (required for construction of married quarters) – completed on 7 October 1924.

2.6 Reconstruction – First Phase 1925-1932

The threat of large-scale demolition, including the removal of two coupled General Service Aeroplane sheds as well as the Handley Page shed did not happen although many of the domestic buildings were removed (see Plate 5 – blue buildings removed – black buildings retained). This is largely because by the time the Air Ministry had acquired Tangmere, the RAF had decided that it should be a two, single-seat squadron station (both classed as mobile units). Furthermore, the HP shed was earmarked for the storage of reserve aircraft for the Fleet Air Arm so that was retained as well. Almost all technical buildings were kept but virtually all domestic buildings were removed at this time (see plate 5). In contrast to what happened elsewhere, every building had been removed at Bicester and Upper Heyford while at Duxford virtually all buildings were retained within this period.

Reconstruction at Tangmere therefore mainly involved domestic and married quarter groups of buildings, where new roads were laid out for this purpose. The new technical buildings were arranged within the existing WWI planning using the internal road network. Water services and the old sewage installation were all retained and extended.

Building designs were of permanent brick – both single and two-storey types – and similar to those built at the new bomber stations at Bicester and Upper Heyford. This new range of buildings were mainly designed by the architect CH Andrews, under the auspices of the Home Defence Scheme and then from 1 January 1925, of the Air Defence of Great Britain (ADGB) organization which replaced it.

The following domestic buildings and structures were built between 1926 and 1927 on a new site north of the WWI camp:

- Officers Mess & Quarters (15)
- Sick Quarters (17)
- Institute (18)
- Dining Room & Cookhouse (19)
- Sergeants' Mess (21)
- Barrack Blocks (22-25)
- Reservoir (39)

- Squash Court (85)
- Shops & Stores
- Parade Ground.

Married quarters were built to the north of the new domestic area:

- Four Warrant Officers' Quarters constructed in two semi-detached blocks (5-6)
- Twenty-eight off 'b' type Airmen's Married Quarters constructed in six terraces (7-12) of four houses
- Three Group V Officers Married Quarters arranged originally as two semi-detached blocks but only three houses built (1-2)
- One Group IV Married Officer's Quarter (3)
- One Group III Married Officer's Quarter (4).

New technical buildings were built within the existing camp area to the north of the hangar line:

- W/T Block (14) – dispersed to the married quarters site
- Main Workshop
- Lubricant & Inflammable Stores
- Guardhouse (29)
- Fire Party & Tender Accommodation (30)
- Aviation Petrol Installation (32)
- Operations Block (33)
- Fuel Store (35)
- MT Sheds (36) – built on a separate site to the WWI vehicle sheds which were also retained
- Parachute Store (50)
- AMWD Offices & Workshops (44).

In addition to the above, one of the WWI Flight Offices was converted into the Watch Office (66) and new locker rooms (one for each squadron) were built inside the ARS shed to include a pilots' room and a separate locker room for each unit. The M/G Range (68) was also re-modeled.

Tangmere Station Headquarters officially opened on 1 February 1927, although the aerodrome had already been used by Coastal Area to store Reserve Fleet Air Arm aircraft.

Buildings and structures constructed between 1928 and 1933 included the Squash Racquets Court (85), a Gas Chamber (90) and a wireless beacon.



-Plate 12: Oblique view of RAF Tangmere looking north east c.1927.
Note the long Handley Page shed, the MT Vehicle sheds
and the line of four Type 'E' and 'D' Barrack Blocks

2.7 Typical 1925-1927 Buildings at Tangmere



Plate 13: Officers' Mess – central block (15) (16-07-82)



Plate 14: Officers' Mess central block (15) – dining room (16-07-82)



Plate 15: Officers' Mess Quarters (15) – west wing (16-07-82)



Plate 16: Guardhouse (29) (16-07-82)



Plate 17: Dining Room & Cookhouse (19) – view looking east (16-07-82)



Plate 18: Dining Room & Cookhouse – view looking west (16-07-82)



Plate 19: Operations Block (33) (16-07-82)



Plate 20: Parachute Store (50) – view showing its 'blind' side (16-07-82)

2.8 Expansion – Second Phase 1935-1936

Under Scheme 'A' of RAF expansion which commenced in July 1934, a commencement was made at the Air Ministry Works Directorate on designing a completely new range of standard type building designs. Buildings constructed during this phase were designed by the architect A Bulloch and his successor, JH Binge, they provided for an increase in establishment and to replace unsatisfactory accommodation on the existing stations as well as all building types for the new stations.

Plans were then prepared under Scheme 'C' (which succeeded Scheme 'A' in 1935), for the alteration and additions at the existing RAF stations to bring them into line with the standards similar as those being applied to the first phase of new permanent stations then being built. The First Contract for 1935 at Tangmere under Scheme 'C' (as identified on site plan 233/35) included the following new buildings:

- Ambulance Garage (16)
- Barrack Block Design 'B' (26)
- Engine Test House (46)
- Workshop (bomber version for three squadrons) (49)
- Armoury & Photographic Block (bomber version for three squadrons) (53)
- Central Boiler House (54)
- Two Petrol Tanker Sheds (73A & 73C)
- Fire Tender Shelter & NFE Store (91)
- Technical Latrine Block

Under the same contract, work was also carried out on re-modeling existing buildings:

- Officers' Mess & Quarters (extension to the east wing) to include civilian batman's quarters (15)
- Institute – extension to the east wing for Corporals' separate accommodation (18)
- Re-modeling of Ration Store (20)
- Sergeants' Mess extensions to include Sergeants / Airmen Pilots' Quarters (21)
- Re-modeling of annexes to General Service sheds (58-62)
- External Services

The following buildings were demolished:

- Technical Latrines (48)
- Workshops (49)
- Engine Test House (65)

The construction of new married quarters required additional land and this was found to the north of the airmen's married quarters and to the west. This development was not originally part of the original First Contract of 1935 (233/35) but it is thought that these were added to it before the contract was let which may have come under Scheme 'F' of 1936. Additional land was also acquired, this time in the

south west corner of the aerodrome where Field No.64 was purchased to create an 'ideal' square-shaped landing ground.

[2.9: Typical 1935-1936 Buildings at Tangmere](#)



Plate 21: Fire Tender Shed (73c) (16-07-82)



Plate 22: Stand-by-Set House (57) (16-07-82)



Plate 23: Station Armoury & Photographic Section (53) (16-07-82)



Plate 24: Central Boiler House (54) (16-07-82)

2.10 Expansion – Third and Final Pre-War Phase 1938-1940

Between 1936 and 1938 not very much happened with regard to expansion at Tangmere under Scheme 'F' of RAF Expansion (which had succeeded Scheme 'C' in February 1936). This was replaced by the next one to be passed by the Cabinet, Scheme 'L' on 27 April 1938 and under this, came a major requirement for an increase in accommodation at the traditional stations (like Tangmere) as well as the new airfields completed under the older expansion schemes. This was designed to meet enlarged establishments due to a possible mobilization because of the deteriorating international situation and also, as a result of changed functions at the operational stations. The additions necessitated investigation of every station plus the preparation of schemes of layout, building design and services required at each site. Buildings designed under this scheme are dated 1937 and 1938 (because some were inherited from Schemes 'J' and 'K' which had been rejected by the Cabinet).

Each station represented a particular problem with regard to expansion and in some cases additional land was required to meet this need. At Tangmere the bulk of the 'L' Scheme buildings could easily be established within the current boundary. Technical buildings were scattered around the site, but the domestic buildings (requiring the Central Heating Station) were largely grouped together, to the north of the existing camp.

'L' Scheme buildings at Tangmere:

- Gas Decontamination Centre (annexe to Sick Quarters) (17A)
- Link Trainer (52)
- Barrack Block Type 8/84 (111, 115 & 116)
- Gas Decontamination Centre (unwounded) (114)
- Special Protected MT Bay (119)
- Articulated Trailer Shed (120)
- Field Force MT Shed (123)

Almost simultaneously, as new the buildings were being built, 'L' Scheme was superseded by the final pre-war one, Scheme 'M'. Buildings that came under this one were designed in 1939:

- Operations Block (113)
- Central Heating Station (117)
- Gas Defence Centre (121)
- Aviation Fuel Installation (145)

Meanwhile, Fighter Command had selected eight fighter stations for the first phase of runway construction – each with two runways:

Biggin Hill, Kenley	Church Fenton, North Weald	Debden, Tangmere	Hendon Turnhouse.
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North Weald became the priority for hard runways and construction commenced in June 1939, having been approved by the Treasury after 30 July 1937, firstly for a perimeter track (built 1938) followed by the runways themselves.

2.11: Typical 1937-1940 Buildings at Tangmere



Plate 25: Field Force MT Shed (123) (16-07-82)



Plate 26: Decontamination Annexe to the Sick Quarters (17A)
Note the 'new' brickwork on the former air-lock between the Sick Quarters (blitzed)
and the annexe (16-07-82)



Plates 27 & 28: Two views of the 'new' Operations Block (113) – it is this building that was operational during the Battle of Britain. When these pictures were taken it was being demolished! (16-07-82)



Plate 29: Gas Defence Centre (121) (16-07-82)



Plate 30: New Central Heating Station (117) (16-07-82)

2.12 Air-Raids (based on extracts from the Station ORB)

On 16 August 1940 Tangmere was bombed between 13.00 and 13.20 hours by about seventeen Ju 87 and Bf 110s. The following buildings were either destroyed or partially destroyed – all hangars, Main Workshops (49), Main Stores, Sick Quarters (17), Pumping Station, 'Y' hut (part of the officers' mess / quarters) and the Salvation Army hut. Many other buildings were damaged but were soon made habitable. Mains services were put out of action (tannoy broadcasting system, lighting, power, water and sanitation). Seven MT vehicles and thirty private cars were destroyed. The following aircraft / engines were either destroyed or damaged:

- Three Blenheims (written off)
- Three Blenheims plus seven Hurricanes and a Magister (all repairable at contractors works)
- Six Merlin engines were damaged but repairable
- Ten service personnel and three civilians were killed, plus twenty service personnel injured.

On 12 March 1941 Tangmere was bombed and machine-gunned between 21.04 and 22.15 hours, by a single enemy aircraft flying at around 2,500 feet. Thirteen small calibre bombs were dropped and a single 500lb bomb. In the course of this attack the east wing of the Officer's Mess / quarters was destroyed. Two service and two civilian personnel were killed and four others were injured. Bofors and machine-gun posts opened fire during the attack.

On the following day, the station was again bombed, this time at 23.15 hours by a single hostile aircraft flying at about 4,000 feet, dropping twelve small calibre bombs. Several buildings received slight damage and all ground defences were in action during the course of the attack. One airman was killed and three others injured.

On the night of 15 / 16 March 1941, at 23.45 hours on 15th, and at 00.45 hours, the following morning a single enemy aircraft on each occasion attacked the station from a height of about 12,000 feet. A total of 24 bombs were dropped in the first attack, outside the perimeter of the aerodrome. In the second attack about fourteen bombs were dropped, including five with delayed fuzes; these fell in one stick near the centre of the runway and one off the aerodrome resulting in damage being caused to four Spitfires of 145 Squadron. Damage was caused to the HF / DF transmitting aerial system and minor damage to the HF Transmitting Building.

On 20 March 1941 at 22.30 hours, twelve bombs were dropped to the west of the aerodrome, between the station and Aldingbourne MF / DF Station.

On 9 April at 10.00 hours, three bombs were dropped on the aerodrome without causing damage and then on the following day at 05.55 hours, another three were dropped resulting in No.8 barrack block being completely destroyed by a direct hit, and No.5 Barrack Block (26) being seriously damaged. The Link Trainer Building (52) was hit by a bomb ricocheting off the road and passing through opposite side walls before ending up lying unexploded outside the Watch Office (66). During this raid, five airmen were killed and fourteen were injured.

On 5 May 1941 at 00.15 hours a small bomb was dropped and exploded just outside No.2 Officer's Married Quarters, the front rooms of which were damaged and rendered uninhabitable but there were no casualties.

On 12 May 1941 at 0005 hours a large number of incendiary bombs were dropped on Tangmere by low flying enemy aircraft, and this form of attack continued intermittently until 02.40 hours. About 23 HE bombs of various calibres were dropped on the aerodrome as well as the main site, and the Drem lighting system was put out of action. A stick of fifteen bombs was dropped across the south side of the aerodrome, rendering this area unserviceable and resulting in a Magister aircraft being burnt out. The east wing of the Sergeants' Mess (21) was completely destroyed, a Barrack Block (23) was severely damaged and the AMWD Workshops and Yard (44) were badly damaged. The work of clearing up the debris and filling in the craters on the aerodrome was carried out by No.4 Works Flight and a Pioneer Corps unit from Middleton. As a result of major damage to their building, the Clerk of Works and Station Engineer moved to 'Woodfields', Oving along with the SHQ staff and the officers transferred their mess to 'Shopwyke House' so that Sergeants could use their building on the station.

On 8 July 1941 a lone enemy aircraft believed to be a Ju 88, attacked the station between 01.55 and 02.15 hours and dropped twenty-nine HE and six AP bombs. Of these seven HE fell around the Watch Office and the remainder onto the aerodrome. The surviving sections of the old GS Aeroplane Shed (63) behind the Watch Office (66) were hit by nine incendiaries, which went through the roof and fell to the floor; a fire was started in the adjacent offices. There were no casualties which has highlighted the importance of dispersing the station's personnel.

Chapter 3: Barrack Block Design

3.1 Introduction

The RAF at the beginning of WWII had a total of nineteen designs of barrack blocks, accommodating varying numbers of personnel, so that with the use of one or more types it was possible to provide for the housing of any establishment with a minimum of wastage. At the operational stations, buildings were two storeys in height, and of the following scales which were adopted from c.1923 until 1934:

- Type 'A' three NCOs and 48 airmen (12 beds per room)
- Type 'B' four NCOs and 56 airmen (14 beds per room)
- Type 'C' four NCOs and 64 airmen (16 beds per room)
- Type 'D' four NCOs and 72 airmen (18 beds per room)
- Type 'E' four NCOs and 80 airmen (20 beds per room).

Each block was self-contained with its own sanitary accommodation including baths and showers plus rooms for storing suitcases and bedding. Separate rooms were at first provided for Sergeants but a change in policy meant that they were provided with their own quarter blocks either adjacent to or as part of their mess. Rooms previously used by Sergeants were allotted instead to disciplinary Corporals.

Lino covered concrete floors within barrack rooms were replaced by wood flooring of the 'Jarrah' type although at first these were deemed as too noisy but the situation were cured by laying them over rubber strips. Walls were plastered to a high finish and painted in bright colours – usually gloss green up to dado height and cream above. A special barrack room wardrobe locker was also designed in 1932. Tiled or glazed fire places were provided in the older style barrack rooms and wash rooms were also glazed full-height. Hot and cold water was provided from draw-off taps over individual basins, and these replaced a centralized communal basin.

3.2 World War I

Barrack huts on RFC / RAF (1917 / 1918) TDS stations, were cement-rendered temporary brick (half brick walls), single-storey huts with timber-framed roofs partly supported by two internal rows of timber posts covered. The roofs were clad with boarding and felt. The five huts recorded at Tangmere in 1919 were 30ft span and 110ft long, being furnished with four stoves in each one. These housed 86 airmen in each one and were similar in architectural style to the pupil officers' quarters ,except the men's barracks were open plan. One example is extant at Duxford, while another survives at West Ruislip.

3.3 1919–1932

Perhaps the most important RAF barrack block design is that represented by a group of three-storey buildings built during 1920 at Halton Park and Uxbridge under the Home Defence Scheme. These were the first modern multi-storey RAF barracks, and were to influence barrack design for the next eighteen years. They were followed by the similar-in-design two-storey barrack blocks on the operational stations. What makes these barracks so special is the use of a central entrance unit with a characteristic facade. The central unit contains the main entrance, hall and stairs to upper floors, and an ablution annexe at the rear. Barrack rooms are in the form of two wings, one either side of the

central unit giving the building a characteristic 'T' shape in plan-form. The façade of the central unit gives the impression of having a pair of castellated turrets, one either side of the main entrance.

The idea was that the central unit of constant design was simply added to, by placing two similar barrack rooms out of a choice of five different lengths to create the types – 'A' (the smallest) through to 'E'. Combinations of barrack blocks under this arrangement were built to suite the station establishment (but either wing was always of the same length as its opposite number in the same block). The 'T'-shape planning idea was retained for all future designs until 1938 when it was replaced by a totally new arrangement based on an 'H'-shaped plan-form.

Tangmere, in its phase one reconstruction, had four barrack blocks of this design (two type 'D' and two type 'E'). Whilst no buildings are extant at Tangmere, there are several examples at Bicester which are Grade 2 Listed.



Plate 31: Barrack Block Type 'E' (16-07-82)

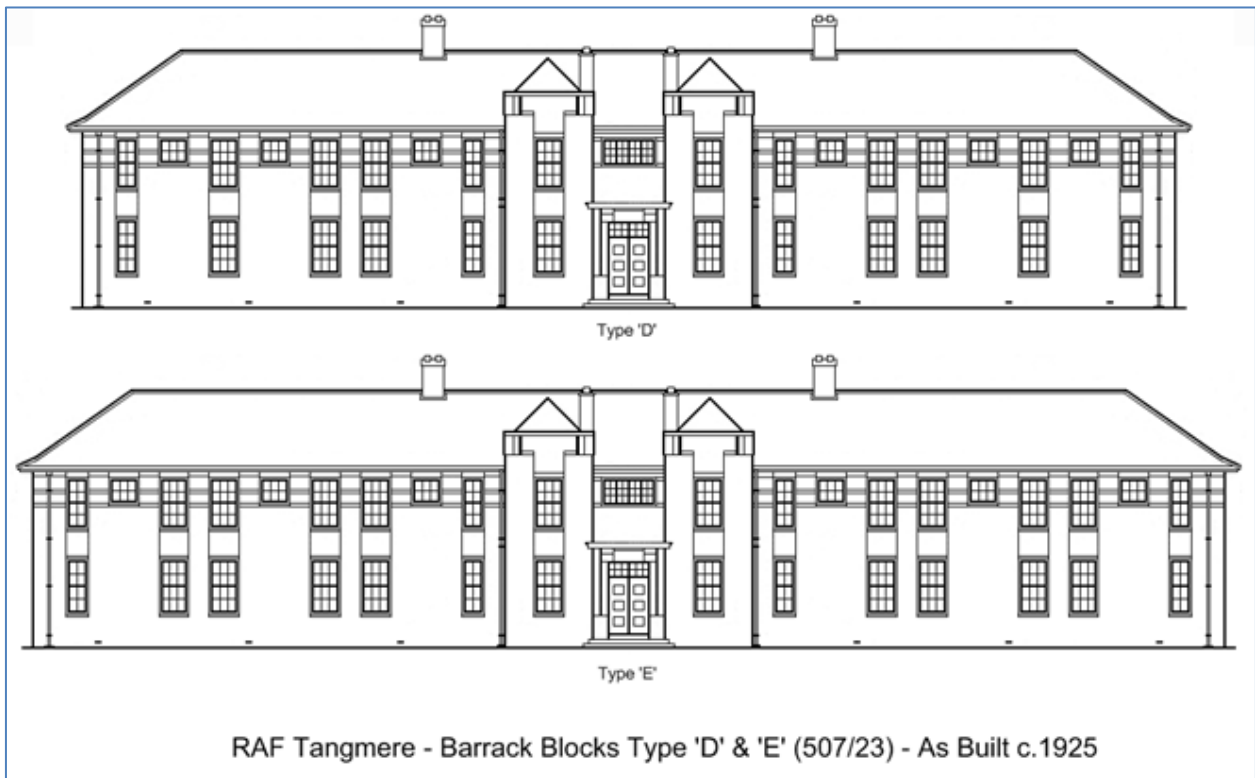


Plate 32: Front Elevations of Type 'D' & Type 'E' Barrack Blocks

3.4 1932–1934

The architectural treatment to the front elevation was changed in 1932, when it was replaced by a new style (448/32) based on a pitched roof over the central unit that cuts the main roof over at right-angles. The new building retained the 'A' to 'E' scale, but rooms were now wider than the first post-war designs allowing greater floor area per man and also room for a wardrobe. The basic idea of having a central constant unit was also retained. Another important feature of this design is the use of steel roof trusses and asbestos sheeting for ceilings for protection against incendiary bombs. Four type 'B' barracks of this type were built at Duxford, while Lee-on-Solent has four type 'E' barracks.

3.5 1934–1937

Yet another change in design took place in 1934 during Scheme 'A', whereby a simple symmetrical Georgian style was adopted, known as Type 'R'. Another two were added 1936/37 (under subsequent schemes) so now there were three sizes available, known as types 'P', 'Q' and 'R'. The new scale of accommodation was as follows:

- Type 'P' 4 NCOs & 52 airmen (2363/37)
- Type 'Q' 4 NCOs & 68 airmen (582/36 & 444/36)
- Type 'R' 4 NCOs & 84 airmen (2277/34).

This type had either flat or pitched roofs, pitched versions with gable ends, having hipped-shaped rafters and parapet walls. Flat roofed versions built of reinforced concrete slabs with parapet walls came about in anticipation of the effects of aerial bombing as this type afforded better protection against light incendiary bombs. All versions were otherwise the same size and layout.

Tangmere did receive a new barrack block in 1935 as part of the First Contract of that year, but it was not of a modern pattern, and it is presumed that this was partly due to the recommendations of the Royal Fine Art Commission and the Preservation of Rural England. A similar event happened at Bicester whereby an obsolete style, based on the original two-storey Type 'B' designs of 1923, was chosen instead (despite its limitation with barrack room width).

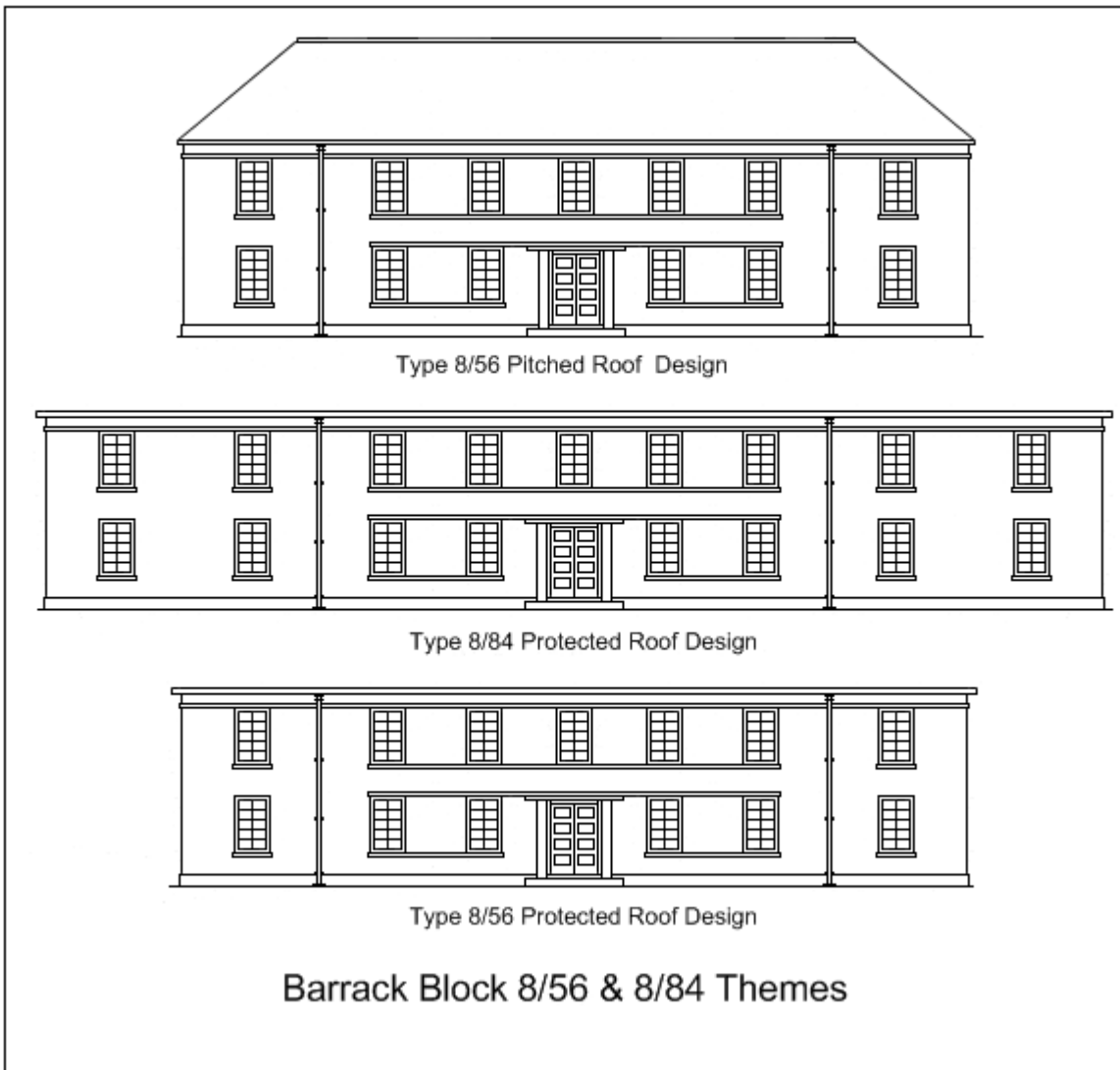
3.6 Type 8/56 & Type 8/84 Barrack Block Designs

A number of improvements came about in 1938 under Scheme 'L' of the expansion period when it was decided that the floor area per man in barrack rooms should be increased from 60sq ft to 67sq ft. A reduction in ceiling height was also recommended from 10ft to 9ft and the number of men in each room should be reduced to a maximum of twelve. Another improvement was the provision of a sitting room for entertainment, such as listening to the radio and reading. There was also a general increase in sanitary scales and the provision of utility rooms for cleaning of equipment, and minor washing of clothes and ironing. All of these changes led to the final expansion period design, known as types 8/56 (11587-11592/38) and 8/84 (1132-1137/38) with their characteristic 'H'-shaped plan-form. The 'H'-shaped planning is essentially two 'T'-shaped barrack blocks joined together by their ablutions.

Designs of this type having flat roofs were erected from 1938 at the majority of the expansion period stations as well as at a number of the traditional stations, but pitched roof versions were only constructed at the older stations (as well as flat roof buildings), and as a result there were far more buildings overall having protected roofs. Pitched roof buildings were not found on the expansion period stations as these aerodromes all featured protected types (although many were re-roofed in the late 1980s with pitched roofs). There were far more Type 8/84 barracks built than Type 8/56 buildings, normally a station only had a single Type 8/56 plus three or more Type 8/84s.

Scheme 'L' and 'M' bomber stations such as Middleton St George, Abingdon and Waterbeach had only Type 8/84 and 8/56 barrack blocks, and consequently these stations had up to seven buildings of this type. Bomber stations of the older schemes might have at least four of Types 'P', 'Q' or 'R' plus an average of four 'H'-shaped blocks.

Where expansion allowed, barracks of this type were grouped together within a symmetrical planning arrangement but they still enjoyed plenty of separation between adjacent blocks – often with a new Dining Hall in a central position which served the men. This grouping was self-sufficient and did not rely on the existing domestic facilities of the station. Another important aspect of this self sufficiency is the dedicated Central Heating Station as this provided a steam heating service (District Heating Scheme) to each of the blocks (including the Dining Room). It fed cast-iron radiators located under each of the windows in the barrack rooms, and was supplied via long lengths of pipework following underground trunking, covered with pre-cast concrete slabs.



Buildings of this type represented the ultimate in internal dispersal, whereby small numbers of airmen were concentrated within small wings rather than grouped together in larger rooms. The straight running corridor is another feature of its passive defence design, whereby it was possible to quickly vacate the building during an air-raid by running for one of the two exits in either direction. The large open hall allowed plenty of space for airmen upstairs and those down stairs to exit the building in the shortest time possible. Located close by and within short running distance would be trench-like semi-underground shelters (called Tarslag shelters) or underground Summers shelters.

Another important feature of the barracks as well as the Dining Hall, was an underground Basement Refuge (2230/39) located directly below the hall and an NCO's bedroom. The room is 11ft wide and has a length of 20ft and seating was provided for forty airmen, only one shelter was provided for each block and could either be at the front or rear of the building. A narrow escape passage, at least 25ft long, and normally built of Stent precast concrete blocks, led to a vertical ladder to exit the shelter, well clear of the building. The presence of a basement refuge is a good indicator that the building was built during 1939, as the original architectural drawings which are dated 1938 shows a store in-lieu of a stairway down to the shelter. The barracks at Waterbeach are without a basement refuge and have surface shelters instead.

At the outbreak of war, the sitting room became an extra barrack room and the temporary luxury of 67sq ft floor area was greatly reduced to accommodate an increase in station establishment.



Plate 34: Tangmere Barrack Block 8/84 (116) – view looking south-east (photo: PF)

Chapter 4: Building 116

[4.1 Introduction](#)

Building 116 was originally one of three similar barracks at Tangmere, one of these was blitzed and the other demolished in more recent years. Building 116 therefore survives as a Type 8/84 Barrack Block, pitched roof design.

The Air Ministry planning behind which of the existing stations should receive barracks having pitched roofs, and those with protected roofs is not exactly clear. Bircham Newton, Bicester, Catterick, Lee-on Solent (three stories) and Upper Heyford all had buildings with flat roofs.



Plate 35: West elevation (photo: PF)

[4.2 Building Rarity](#)

4.2.1 Pitched Roof Design

At Duxford there were originally four buildings of this type, one was destroyed by fire on 19 July 1944 when a B17G from 401st Bomb Group (at Deenethorpe), while flying low over the aerodrome, struck the neon beacon on top of a GS Aeroplane Shed and rolled over before crashing into a barrack block. Two buildings were demolished by the Imperial War Museum in the late 1980s and one is extant.

Abingdon, Grantham and Wittering each have four extant, and Turnhouse has three. Northolt had five but these were all demolished in 2008. North Weald (which also had four) – two of these buildings had wings blitzed on 3 September 1940, and all buildings were demolished by Epping Forest District Council in 1984.

As far as it is known, the only other station to have the pitched roof version was Hornchurch and both were demolished by the local authority in the late 1960s.

It can be seen therefore out of a total of 33 buildings constructed before the outbreak of WWII having pitched roofs; sixteen were extant in February 2009.

4.2.2 Population Figures (All Designs)

The following as-built figures are known:

• Existing Stations	55	
• Scheme 'A' Stations	27	Total: 308 examples built,
• Scheme 'C' Stations	50	68 are demolished
• Scheme 'F' Stations	28	
• Scheme 'L' Stations	69	
• Scheme 'M' Stations	79.	



Plate 36: A rather spotty north elevation of the north-west wing (photo: PF)



Plate 37: North elevation showing ablutions (photo REF)



Plate 38: The south facing cleaning room elevation (PF)



Plate 39: Ablution Window detail (photo PF)

4.3 Date of Construction

It has not been possible to find an exact date of construction for the building at Tangmere but the presence of a basement refuge suggests that the building was built during 1939, and post dates the original architects plan which is dated 1938 and which does not show a basement shelter (it is not possible to get an exact date). If this is the case then the building was built under Scheme 'M' but alternatively it might also be true that construction commenced in 1938 and before it was well advanced, came the change in planning under Scheme 'M'. Under this scheme it was decided to include the basement refuge.

4.4 Building Aspect

The front elevation faces west, this is known because the front has columns that support the weather canopy over the entrance that are rounded in section whereas that on the east facing side are square. The cleaning rooms are south-facing and toilets are north facing. It is believed that for this reason the building is looking-glassed that is to say that the central section – connecting with the four barrack rooms– is a mirror image of that shown on the architect's original drawing. All three buildings at Tangmere were like this and identified on Site Plan 4996/45.



Plate 40: Main entrance of front (west) elevation showing rounded pillars (photo: REF)



Plate 41: Window detail (photo: REF)

4.5 Construction

The building is constructed with exterior walls of 15in vented cavity brick, the barrack rooms are vented at floor level below the window openings and behind radiators. There are also high-level exhaust vents between windows (they vent at soffit board height) but these have been sealed with plywood. The exterior brick skin has the appearance of Flemish bond but the headers are snapped so the bonding is stretcher bond. The exterior walls, particularly those on the north elevations, show signs of being damaged by machine-gun or cannon fire which have been repaired with cement. There is also evidence where bullets have carried on through windows to impact on the glazed interior walls of the ablution rooms. Another wartime feature is in the form of camouflage scrim netting ties, some of these can be found still embedded into the cement mortar on the south elevations.

Interior walls are mainly plastered 9in solid brick, while minor walls such as WC dividing partitions are 4.5in brick. Ablutions rooms are furnished with glazed bricks but the dividing walls have been plastered or over-plastered. In addition to the main corridor walls, there is a series of concrete beams in a grid pattern that support the floor above, particularly over the open span floor area.

All interior wall surfaces are painted over plaster, with a cement dado. The original paint scheme is thought to be gloss green below dado height, and cream above, but this is hidden by over painting. In the barrack and NCO bedrooms, steel pipe electrical conduit is hidden inside the plastered wall and these feed three-pin Bakelite round pin outlets, and low-level wall lights for reading although these are missing and the fixing points are blanked off. The hidden conduit within the walls are part of the original build and have not been added later (as there is no evidence of chasing out). It is therefore presumed that the three-pin electrical outlets and the reading lamp fittings are pre-war.

The front and rear elevations have a formal fenestration, using a standard size of window frame which are fixed behind a half-brick return. Windows are steel casements set in timber frames with reconstructed stone sills (either continuous or individual) and a reconstructed stone lintel. The barrack rooms have two types, one with a wide vertical glazing bar for the two vertical mounted lights and the other, more common thinner glazing bar, the thicker example is believed to be a replacement (though they both might be). The metal windows are different to that seen elsewhere which might be a local variation, the top opening light at Upwood for example is centre hung while the equivalent window at Tangmere is top hung. This might be a WWII local variation, but it is unclear whether this is the case or not.

Other window frames such that over the stair well and the ablutions, cleaning and drying rooms are all similar to those at Upwood.

Heating throughout the building was originally by a generous supply of multi-column cast-iron radiators fed from hot water stored in the calorifier tank. A steam heating service, or District Heating Scheme provided by the Central Heating Station was pumped via underground pipes, to the calorifier room. The primary circuit within the calorifier tank heated up the water stored in the tank and the hot water was then pumped round the internal pipework and radiator system on a feed and return basis. Radiators are attached by brackets to the wall.



Plate 42: Rear entrance (now front entrance) –
note square section reconstructed stone columns and weather canopy (photo PF)



Plate 43: Post-war painted signage on Flemish bond patterned brickwork (photo: REF)



Plate 44: View of a camouflage net tie ring (photo: REF)

The roof is constructed of a series of steel trusses stamped with 'British Steel of Cargofleet' and steel hipped-shaped rafters. The section of the ablutions is flat and forms a lead-lined rainwater gulley which connects to cast-iron down pipes. Timber purlins are boarded on the inside and have an external covering of tiles. There is no evidence of the existence of protection against incendiary bombs such as an internal covering of asbestos sheeting or clay tiles. There is believed to be a brick fire-break wall separating the barrack rooms from the ablutions annexe, but we did not venture beyond this section above the ablutions.



Plate 45: Interior view of roof over the ablution section showing truss and hipped-shaped rafters (photo: REF).

4.6 Rooms

4.6.1 General Layout

The elevational treatment is symmetrical; the building is designed with an 'H'-shaped plan-form having two paired barrack rooms arranged as wings (front and rear) and separated by an ablution annexe. The first floor is symmetrical in layout, but the internal planning of the ground floor is not because the front elevation is minus an NCO's bedroom – consequently the hall there is much larger than at the rear. This makes a total of three bedrooms on the ground floor and this layout is as-built since there are five bedrooms on the first floor. Four are arranged in a symmetrical arrangement, and the other is located above a calorifier room on the ground floor. This completes the total of eight bedrooms.

4.6.2 Hall & Landing

The main entrance lobby on the front and rear elevations gives access to an open hall, which is a large, light and spacious open space. There are either one or two NCO bedrooms, a suitcase storage room and a pair of broom cupboards. Beyond the hall is a central longitudinal corridor with ancillary rooms arranged on either side. The hall, staircase and landing are all lit by a near full-height window at half-landing level.

The landing is 'L'-shaped in plan and has a small open area between two NCO's bedrooms where there is a window opening that floods the landing and corridor with natural light (this is directly above the entrance porch on the ground floor).

Perhaps the most impressive feature (and characteristic) of the hall and landing is the staircase with its steel balustrades. These are typical of type 8/84 and 8/56 Barrack Blocks and are similar to those found in other Scheme 'L' buildings such as the Airmen's Dining Room and Sergeants' Mess buildings.



Plate 46: Large hall and staircase (photo: PF)



Plate 47: Detail of landing balustrade (photo PF)



Plate 48: Landing (photo PF)

4.6.3 Corridors

On both levels the corridor connects with either hall and stair well at the extreme ends. It is lit naturally by borrowed lights usually either side in addition to above-door openings, the first floor being brighter than the ground floor due to the two extra windows at this level, one of which is located at either end of the corridor above the ground floor entrances.



Plate 49: Ground floor corridor (photo PF)

4.6.4 Ablutions

The ablutions on the ground floor are largely intact but have been altered, firstly by subdividing the ground floor set into ladies and gents by a timber stud wall, and secondly by having some basins and WCs removed. Where sanitary fittings are in-situ they appear to be original fittings. It is presumed that this sub-division is post-1970. There is a bathroom at either end, as well as urinal, basins and two shower cubicles – it is thought that these fittings are all original.

Original internal doors where found are mainly pitch pine, painted a faded (matt) green with either plywood or glazed panels. Some have WWII signage but these are mainly confined to the ground floor ablutions. Walls are glazed bricks and the floor is quarry tiles.

The ablution fittings on the first floor have been removed leaving a large open room with the empty bathroom at either end.



Plate 50: Interior of ground floor ablutions with original light fittings (photo: REF)



Plate 51: Damage to glazed bricks due to enemy action in ground floor ablutions (photo: REF)



Plate 52: Door detail of Shower and bathrooms (photo REF)



Plate 53: A suite of urinals, note the original glazed paneled door (photo PF)



Plate 54: Ablutions at first floor level (photo: PF)

4.6.5 Cleaning & Drying Room - (Rooms 11, 12, 27 & 28)

The cleaning and drying rooms are located opposite the ablutions and it is here where minor clothes cleaning, drying and ironing could be carried out. The drying rooms should have three tubular steel rails with sliding clothes hangers but these have been removed from the rooms on both floors (it is possible to see where they have been as their screw holes are present on the walls).

The cleaning room would have had a Belfast sink for washing clothes, and a wooden cupboard with an ironing board hidden inside the door but only one of the cupboards is extant and this is on the first floor, while there are no Belfast sinks present on either floor. The ironing cupboard also has a dartboard on the reverse side and it is presumed that this is a unique WWII feature.

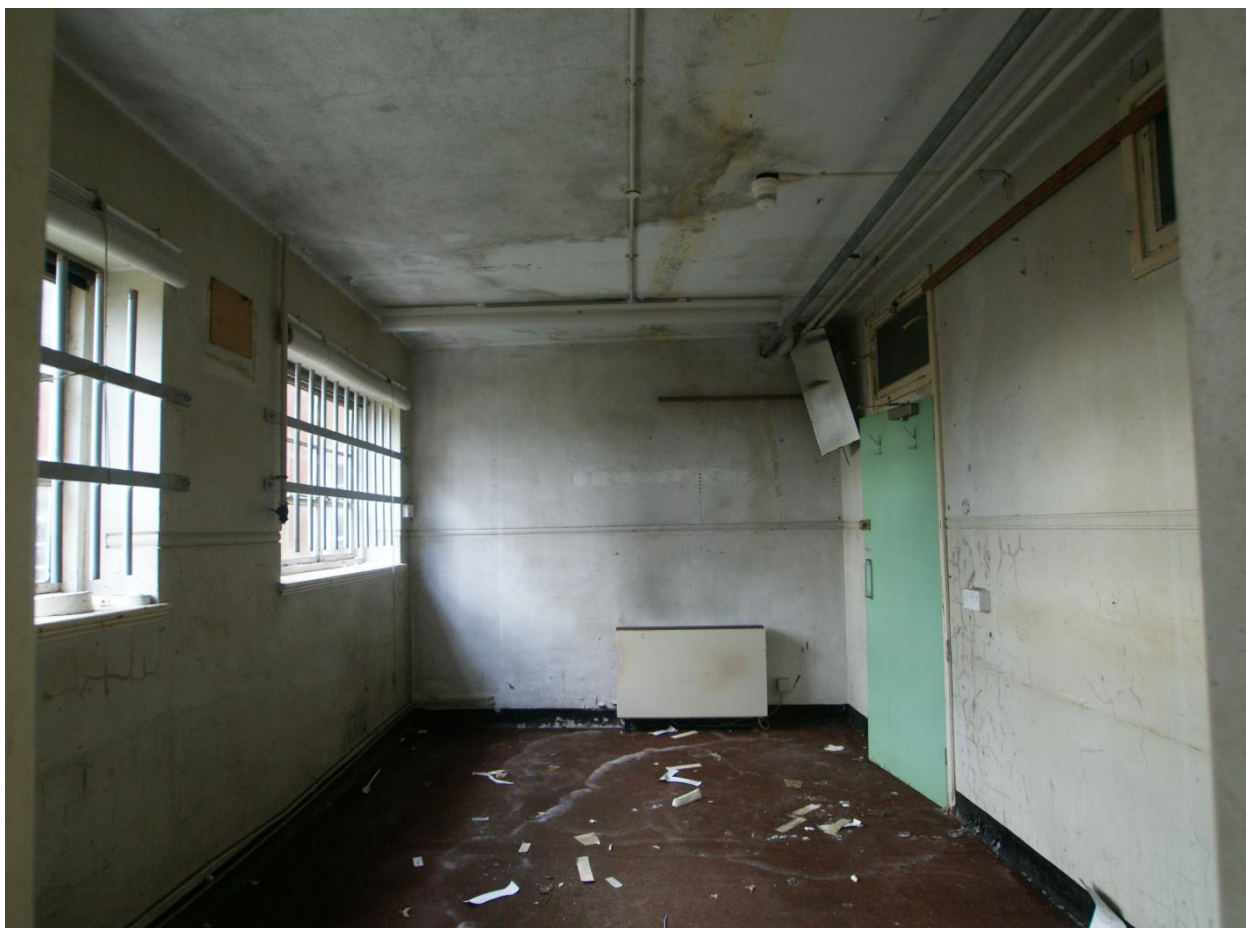


Plate 55: Ground floor cleaning Room (photo: PF)



Plate 56: First floor drying room (photo: REF)

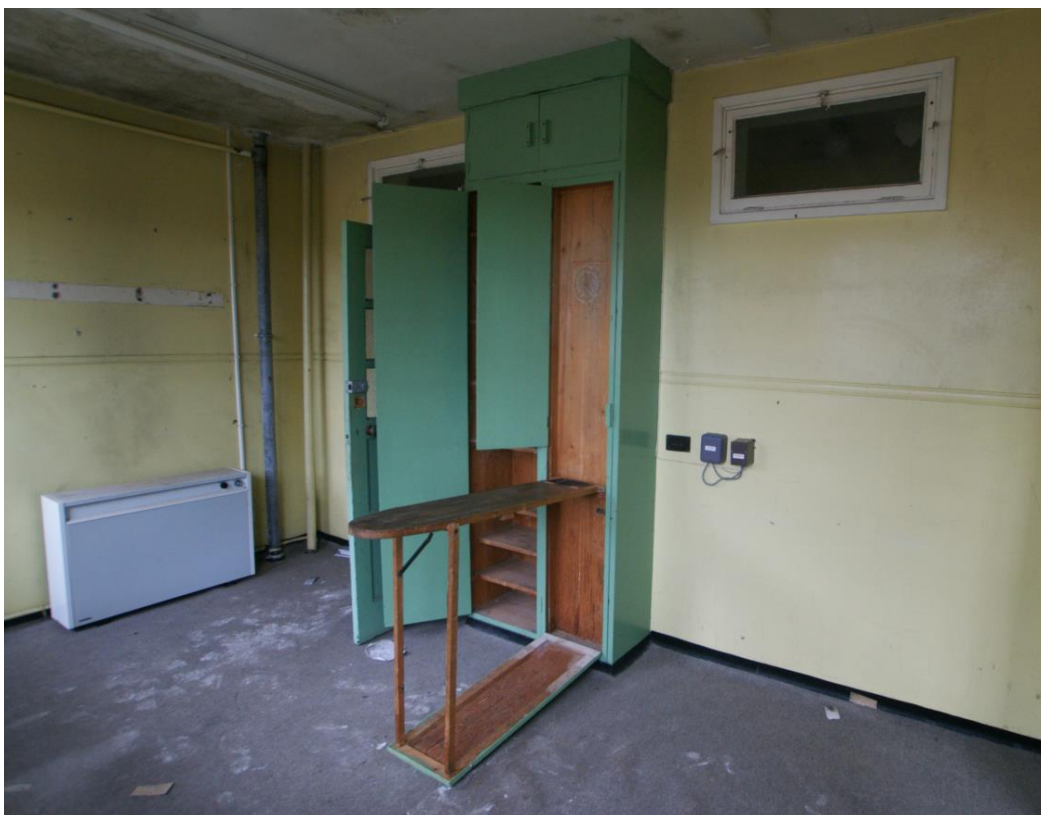


Plate 57: First floor cleaning room (photo: PF)

4.6.6 NCO's Bedrooms - (Rooms 2, 3, 8, 15, 16, 23, 24 & 26)

There are eight Non-Commissioned Officer's (NCO's) bedrooms, three on the ground floor and five on the first floor, each originally accommodating one bed and a wardrobe. Today the rooms are empty except for a seven column cast-iron radiator (where present). Floors are 'Jarrah' strips; there is a single window, dado rail and picture rail.



Plate 58: NCO's bedroom – note replacement metal casement window and the picture rail (photo: REF)

4.6.7 Barrack Rooms - (Rooms 1, 4, 7, 9, 14, 17, 22 & 25)

There are four barrack rooms for airmen (Aircraftmen) on each floor (one of these on the ground floor was originally a sitting room). They are open-plan dormitories, each originally having twelve beds plus wardrobes, but these are all missing. The position of each bed is indicated by blanked off reading lights. There are also three pairs of Bakelite round pin electrical outlets present in each room. Illumination is modern strip lighting.

Floors are 'Jarrah' wooden strips; there are three window openings along each side wall while the rear wall is blind. Heating was originally via ten column-type cast-iron radiators positioned in front of an air vent and placed directly below a window opening. These were served by steel feed and return pipes from the calorifier room. In more recent times many have been replaced with 'Sunstone' storage heaters, with some rooms not having any original fittings while one example (Room 9) features six examples (a typical ten-column radiator measures 5.5 inches by 18 inches). In the context of what fittings survive elsewhere (such as at Upwood), the presence of original radiators is not a rare feature.

The high-level exhaust vents are present between a pair of window openings but these are blanked off.

There are two concrete beams spanning each room on the ground floor, but these are not present on the first floor – this is the chief difference between the first floor of a protected building and a pitched roof design barrack room.

There is a dado rail in all rooms, and a picture rail is present in some of the rooms.



Plate 59: Barrack room No.7 (photo PF)



Plate 60: Barrack Room No.9 (photo: PF)



Plate 61: Barrack Room No.17 (photo: PF)

4.6.8 Basement Refuge

Access to the Basement Refuge is from the corridor, and located close to the rear entrance; a similar access point at the front entrance is a store. The refuge one is an air-lock; it has a heavy gas-proof timber door at the corridor end which still has a rubber seal in place, and the door jamb is recessed so that a perfect gas-tight seal can be affected once the door is shut. Down the stairs and a turn to the left leads to another gas-tight door, this one made of sheet steel.

The refuge room is a standard design for forty men, constructed of reinforced concrete, beneath a NCO's bedroom. One seat is complete and the framework of another is extant. There is also a latrine with original door and the escape tunnel is present but under water.

Most of the escape tunnel is not of the conventional type as it is constructed from 'Summers' (provisional patent) shuttering, instead of reinforced concrete, made from arched-shaped galvanized corrugated iron sheeting. The end section appears to be a standard reinforced concrete access shaft and air-lock with an iron ladder. The steel air-lock door is present but the original manhole cover has been replaced.



Plate 62: Basement Refuge view looking towards the entrance and latrine (Photo: REF)



Plate 63: View looking from the escape tunnel to the basement refuge (photo: PF)

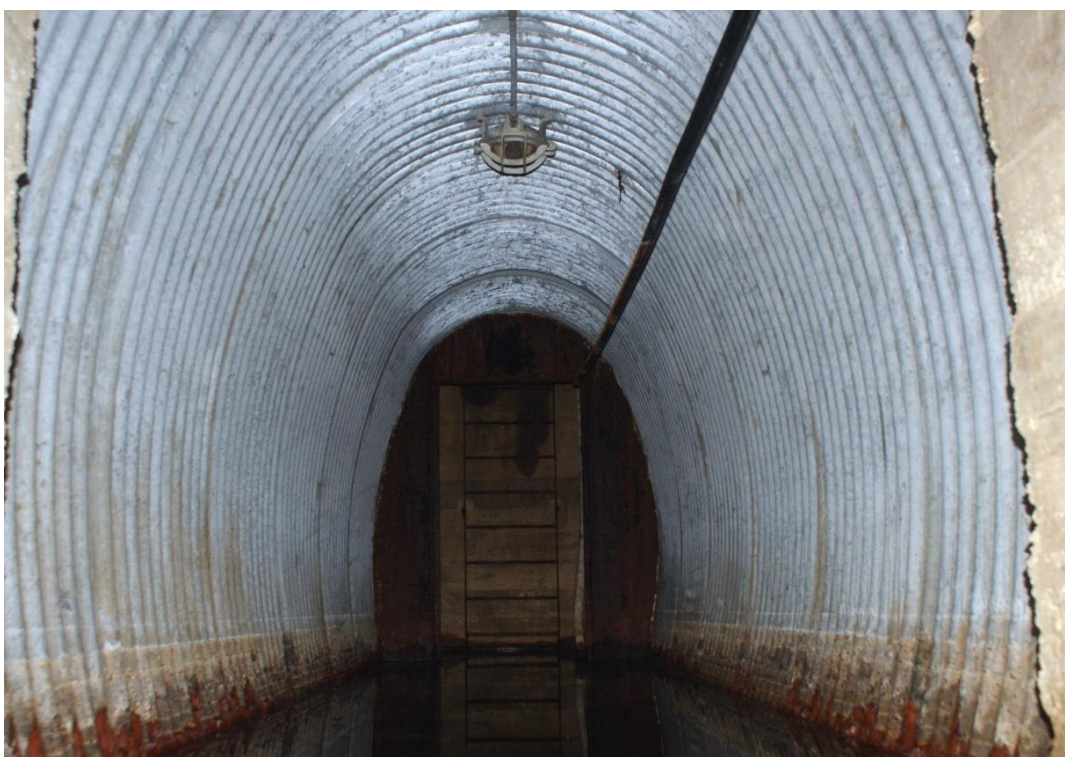


Plate 64: View looking from the basement refuge along the escape tunnel (photo: PF)

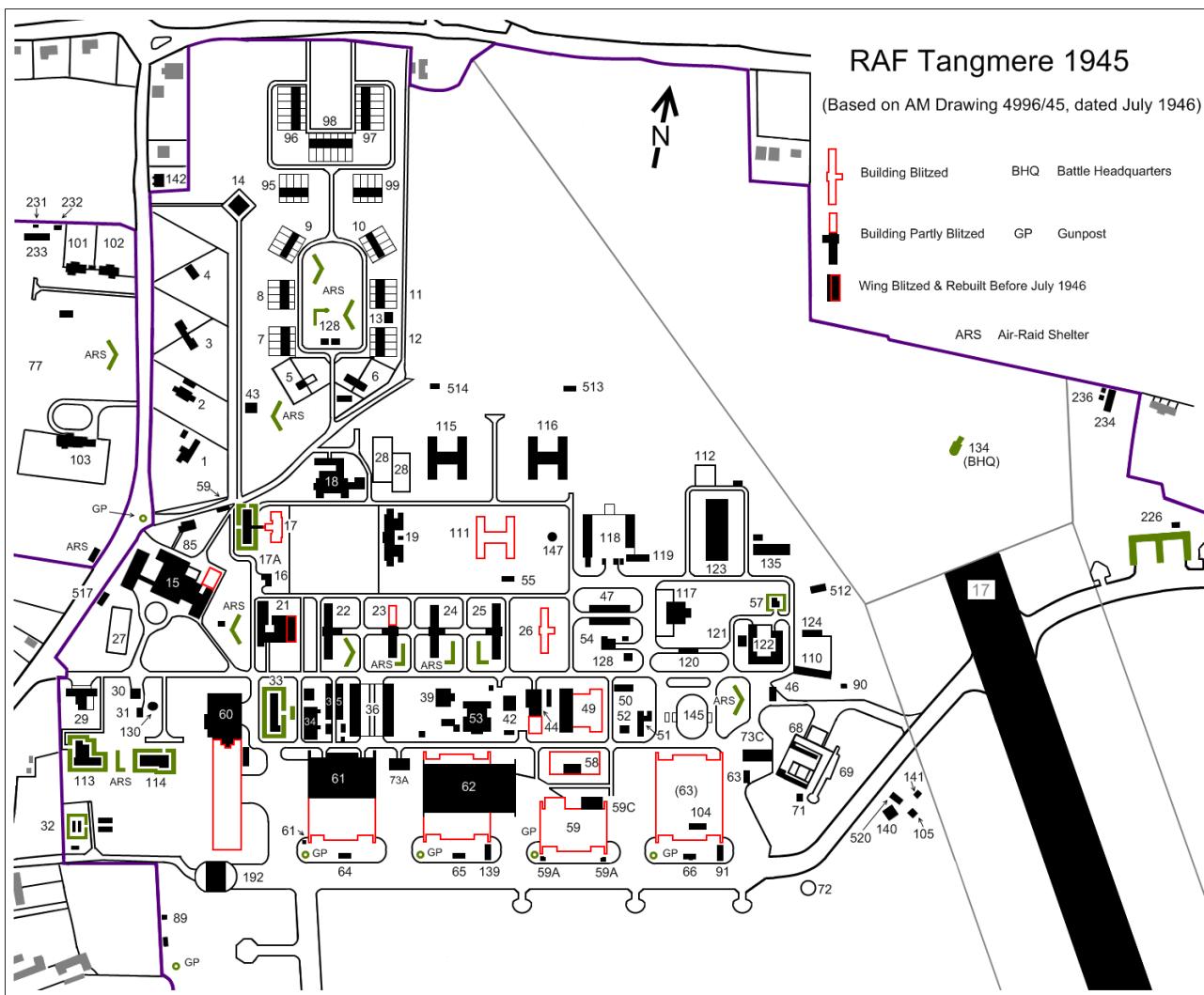


Plate 65: RAF Tangmere Site Plan (part) with building numbers

Appendix 1: Schedule of Buildings 27 November 1919

Blg No.	Building	Description	Dimensions
1	Flight Sheds	Brick with wood lattice girder roof & corrugated iron roof. Sliding doors	200ft 100ft
2	ARS Shed	Brick with wood lattice girder roof & corrugated iron roof. Sliding doors. One stove and four Jeffrey's radiators	180ft by 100ft
3	Plane Stores (two)	Brick with steel trusses	38ft by 60ft (each)
4	Salvage Hut	Brick with timber trusses & two stoves	30ft by 75ft
5	Technical Store	Brick with timber framed roof, three stoves & 24 bins	45ft by 125ft
6	Power House	Brick with two 70hp Blackstones semi-diesel oil engines, two 35kw dynamos, two compressed (500lbs) air bottles, one storage tank for crude oil. One 2,500 galls crude oil reservoir, ten cooling tanks, switch boards and eight feeders. Three stoves plus a 100 gallon galvanized iron paraffin tank.	35ft by 60ft
7	Wood Workshop & Dope Shop	Brick with timber trusses, three stoves, two electric dope fans fitted in ventilator tunnel plus starters	65ft by 130ft
8	Metal Workshop	Brick with timber trusses and one set of steel framing for carrying shafting	30ft by 80ft & 30ft by 150ft
9	Vehicle Sheds (two) with washing platform	Brick with timber trusses	30ft by 135ft (each)
10	Lecture Hut	Brick with timber trusses and one stove	15ft by 75ft
11	Map Reading Hut / Gunnery Instruction	Brick with timber trusses and two stoves	15ft by 65ft
12	Gunnery Workshop	Brick with timber trusses and one stove	15ft by 25ft
13	Photographic Hut	Brick with timber trusses, two stoves, one long cupboard and complete photographic installation	15ft by 65ft
14	Wireless & Bombing Hut	Brick with timber trusses and four stoves	15ft by 75ft
15	Buzzing & Lecture Hut	Brick with timber trusses, three stoves and two benches	15ft by 75ft
16	Flight Offices	Brick, timber truss, two stoves in each	30ft by 20ft
17	Depot Offices	Brick with timber framed roof. Seven stoves, two WCs, two urinals and two wash basins	35ft by 75ft
18	Guard House	Brick with timber framed roof	25ft by 40ft
19	Workshops Latrine	Brick with ten WCs	10ft by 25ft

Appendix 1: Schedule of Buildings 27-11-19 (contd)

Blg No.	Building	Description	Dimensions
21 - 23	WAAF Quarters	Brick irregular structure with spurs. Timber roof. Forty stoves, 23 WCs, forty sets of taps, fourteen baths, five sinks, three tanks, two cupboards. Two kitchen stoves with two ovens. Two fixed portable boilers, six storerooms with fixed shelves. One large water heater, two washbasins.	150ft by 390ft
26	Medical Hut	Brick and timber trusses. One bath, two wash basins, one WC, one double sink with tray. Three sinks, eight stoves. One Storeroom with fixed shelves. One kitchen stove with two ovens. One medium size water heater and four cupboards	30ft by 75ft
27	Staff Officers Quarters	Timber. ('A') Eight rooms, seven stoves. One boiler, one sink and seven wash basins. Timber ('B' & 'C') six stoves, six wash basins, one boiler and a sink	15ft by 115ft
28	Officer Pupils Quarters	Brick with timber trusses. 'A' and 'B' huts divided into fifteen cubicles with wood asbestos partitions. Total of sixteen & seventeen stoves respectively and one portable boiler each. 'C' hut is not divided into cubicles and contains seventeen stoves plus one fixed boiler	30ft by 110ft
29	Officers' Mess	Brick with timber trusses. Six stoves, seventeen wash basins, one urinal, two sets of cupboards, seven sinks, two plate racks. One large four-oven range, two fixed portable boilers, fixed shelves in larder and store room. One large water heating system and two WCs.	105ft by 220ft
30	Officers' Latrines (four)	Brick with timber roof. Eight WCs and one urinal per building	10ft by 20ft
31	Officers' Bath House	Brick with timber trusses. Eight baths, six tanks and a large water heating boiler	15ft by 40ft
32	Men's Barrack huts	Brick with timber framed roofs	30ft by 110ft
33	'Q' Stores	Brick	15ft by 60ft
34	Sergeants' Mess	Brick with timber trusses. One two-oven kitchen stove, table, cupboards and shelves. One fixed boiler and two sinks.	45ft by 85ft
35	Men's Bath House	Rick with timber roof. Sixteen shower baths, two tanks. One large water heater	15ft by 65ft
36	Men's Latrines (two)	Brick with timber roof. Six WCs, twelve taps for washing per building	10ft by 30ft
37	Drying Room	Brick with drying racks	25ft by 25ft

Appendix 1: Schedule of Buildings 27-11-19 (contd)

Blg No.	Building	Description	Dimensions
38	Regimental Institute / Canteen	Brick with timber trusses. Four fixed boilers, two four-oven kitchen stoves. Four sinks and in canteen one kitchen stove, four small stoves, four sinks. One hot water system, four shelves, two counters and a plate rack.	70ft by 150ft
39	Coal Yard	Brick	40ft by 50ft
40	Compass Platform	Concrete	N/A
41	Pump House & Drying Room	Brick with timber trusses, one 4hp Petter oil engine, water pump, 7hp BTH electric starter with speed regulator. One well and shaft, one Holden Brooks booster, plus one 16hp Siemens electric motor for booster with speed regulator and starter	12ft by 28ft
41	Water Storage Tank	Steel	25ft by 25ft
42	Gunnery Range	N/A	N/A
44	Workman's Canteen	Brick	70ft by 120ft
45	Handley Page Shed	Brick with steel lattice girder roof with corrugated iron sliding doors	80ft by 450ft
u/k	Oil Shed		6ft by 25ft
u/k	Ejector Chamber	Brick with two 5hp GEC electric motors, two Adamson air compressors, two automatic starters, two cooling tanks and one large compressed tank.	15ft by 15ft
u/k	Petrol Pump House	Brick with Hayman & Taylor double acting and double throw pumps with two pulleys & one hand pump	10ft by 15ft
u/k	ACS Office	Brick and timber trusses plus one stove	15ft by 20ft
u/k	Sergeants' Latrines	Brick with timber roof. Four WCs and six taps for washing	15ft by 25ft
u/k	Store Huts (three)	Galvanized corrugated iron sheds	6ft by 25ft
u/k	Petrol Storage Tanks (two)	Steel tanks of 4000 & 8000 gallons capacity with bowser bulk storage system outside flight sheds and MT sheds	N/A
u/k	Wooden Hut	Timber	8ft by 12ft

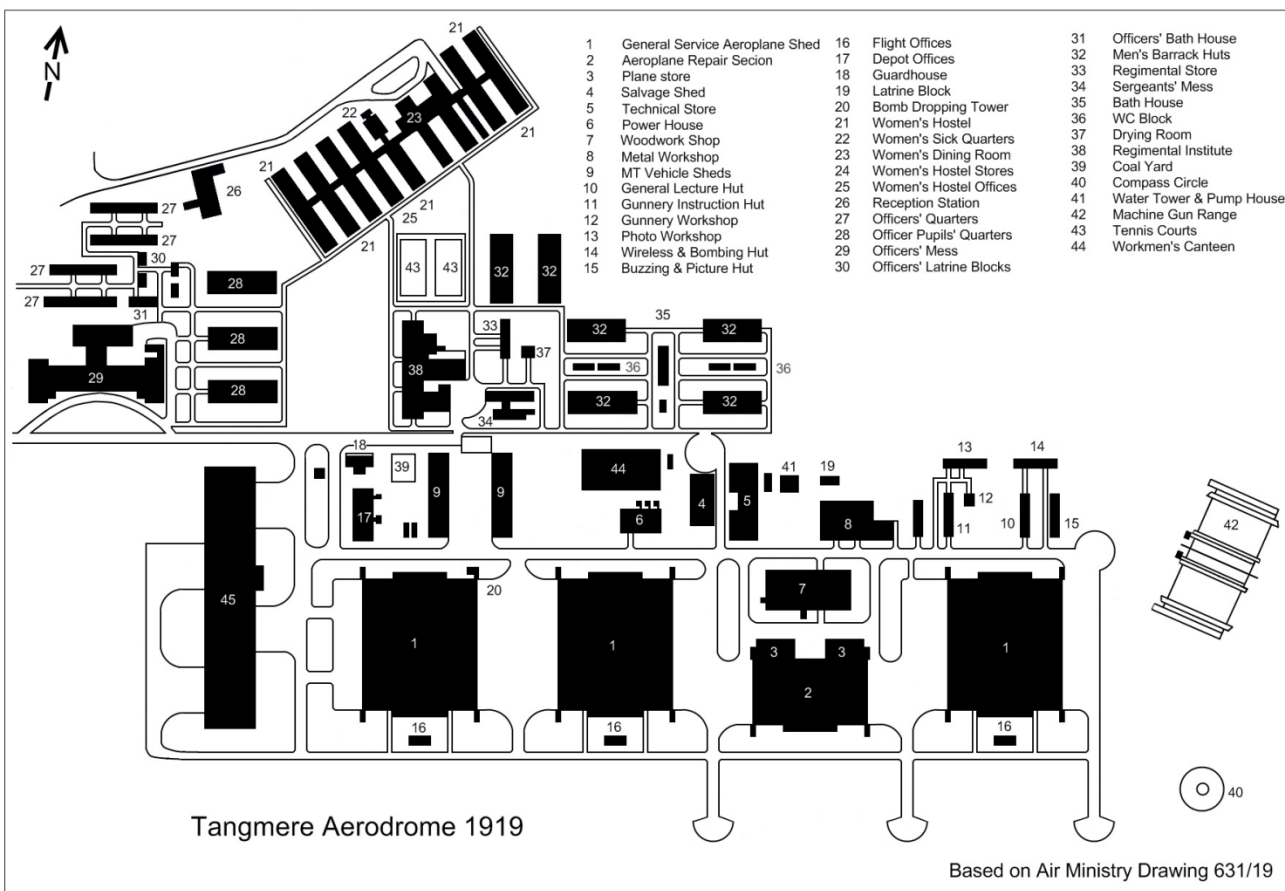
The aerodrome is described as lighted throughout with electric light from the Power House.

Wiring is on the overhead outside system; two wires at 220 volts

All buildings are connected to their own drainage system.

There is a complete Sewage Farm on the aerodrome, beyond the M/G Range and there are four brick and concrete pigsties on the aerodrome.

Compiled by F/Lieutenant R Edward Maxwell, CO 61 Training Squadron 27 November 1919



Appendix 2: Schedule of Buildings (All Sites) 1946

Blg No.	Description	Drawing Number
1A	Garage	662/25
2	Married Officer's Quarters (Group IV)	1940/26
3A	Married Officer's Quarters (Group V)	438/24, TM/248 & 1435/25
3B	Married Officer's Quarters (Group V)	438/24, TM/248 & 1435/25
4	Married Officer's Quarters (Group V)	438/24, TM/248 & 1435/25
5	Warrant Officers Quarters	1576/25, TM/247
6A	Warrant Officers Quarters	1576/25, TM/247
6B	Warrant Officers Quarters	1576/25, TM/247
7	NCO's & Airmen's Married Quarters	440/25, TM/246
8	NCO's & Airmen's Married Quarters	440/25, TM/246
9	NCO's & Airmen's Married Quarters	440/25, TM/246
10	NCO's & Airmen's Married Quarters	440/25, TM/246
11	NCO's & Airmen's Married Quarters	440/25, TM/246
12	NCO's & Airmen's Married Quarters	440/25, TM/246
13	Water Storage Tower (30,000 gallons)	Unknown
14	WT & RT Building	972/25
15	Officers' Mess & Quarters (for 53 quarters & 25 in the Mess)	1524/25, 235-236/35
16	Ambulance Garage & Mortuary	2512/34
17	Sick Quarters	Blitzed
17A	Decontamination (Sick Quarters Annexe)	7503-4/37
18	Institute (for 300)	1343/24
19	Dining Room & Cook House (for 300)	184/23
20	Ration Store	2151/25
21	Sergeant's Mess & Quarters	191/24, 220/35 & 240/35
22	Barrack Block Type E (3 NCOs & 80 airmen)	507/23
23	Barrack Block Type D (3 NCOs & 72 airmen)	507/23
24	Barrack Block Type D (3 NCOs & 72 airmen)	507/23
25	Barrack Block Type E (3 NCOs & 80 airmen)	507/23
26	Barrack Block Type B (3 NCOs & 56 airmen)	Blitzed
27	Officers' Tennis Court	Unknown
28	Officers' Tennis Court	Unknown
29	Guard House	1309/24

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
30	Fire Party & Tender House	2345/25
31	Prophylactic Room	1051/25
32	Bulk Petrol Installation (12,000 gallons)	2038/25
33	Operations Block	1161/24
34	Station Offices	1892/25
34A	Electrical Section Workshop	Unknown
35	Fuel Store	591/25
36	MT Offices, Garages & Store	1895/25
37	Petrol Pump No.1 (4,000 gallons)	690/26
38	Sewage Compressor House No.2	Unknown
39	Reservoir	703/23, 918/25
40	Power House, Fire Booster & Compressor	1693/24
41	Sewage Compressor House No.1	Unknown
42	Inflammables & Lubricant Store	1068/26
43	Defence Teleprinter Network Building	3544/42
44	Unit Store (old AMWD Store Workshops)	2004/26
45	Pump House	427/25, 354/26
46	Engine Test House	702/26
47	Coke Store	Unknown
48	WAAF Rest Hut	175/35
49	Workshops	2048/34
50	Parachute Store	2355/25
51	Education Block	422/26
52	Link Trainer	6959/38
53	Armoury	1892/35 & 4058/38
54	Central Boiler House	Unknown
55	Lecture Room	Unknown
56	Transformer F Type Unit	Unknown
57	Stand-by-Set House	974/35
58	Store	Unknown
59	Mortuary	1893/25 & TM/487
59A	Rest Rooms	Unknown

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
59C	Salvage Store	Unknown
60A	Heating Chamber	Unknown
61	GS Flight Shed (part)	Unknown
61A	Waste Aero-Engine Oil Storage	Unknown
62	GS Shed	Blitzed
62	T2 Type Hangar	3653-55/42
63	Ground Equipment Repair Section	Unknown
63	GS Shed	Blitzed
64	Flight Office	1164/26
65	Map Reading Room & Stores	1892/25
66	Watch Office (disused)	1597/27
67	Flare Path Trolley Shelter	1567/28
68	Machine-gun Range	1477/25
69	Gun Testing Butt	238/26
70	Sewage Disposal Works	667/25 & 1541-1545/41
71	Engineering Officer's Office	Unknown
72	Compass Platform	990/23
73	AMWD Stores (3 No.)	Unknown
73A	Fuel Tanker Shed	2590/35
73C	Fuel Tanker Shed	2590/35
75	Airfield Electrical Section	Unknown
76	Sports Pavilion	1148/28
77	Recreational Facilities	Unknown
78	Bessonneau Hangar	Unknown
79	Workshops	Unknown
79A	Workshops	Unknown
80	Parade Ground	Unknown
81	Flagstaff	821/26
82	Pyrotechnic Stores	Unknown
83	Pyrotechnic Stores	Unknown
84	Pyrotechnic Stores	Unknown
85	Squash Racquets Court	2/30

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
86	Wireless Beacon (disused)	1133/32
90	Gas Chamber	1486/32
91	Fire Tender Shelter & NFE Store	Unknown
92	Office (49 MU)	Unknown
93	Workshop (49 MU)	Unknown
94	Store (49 MU)	Unknown
95	Married Airmen's Quarters (south aspect)	2255/34
96	Married Airmen's Quarters (north aspect)	4161/35
97	Married Airmen's Quarters (north aspect)	4161/35
98	Married Airmen's Quarters (north aspect)	4165/35
99	Married Airmen's Quarters (north aspect)	2255/34
101	Married Officer's Quarters (Group V)	3741/36
102	Married Officer's Quarters (Group V)	3741/36
103	Married Officer's Quarters (Group II)	4526/35
104	Air Servicing Wing	Unknown
105	Meteorological Compound	Unknown
106	Hispano Gun Site No.1	Unknown
107	Hispano Gun Site No.2	Unknown
110	AMWD Camouflage Store	Unknown
111	Barrack Block Type 8/84 (looking glassed)	Blitzed
112	Fuel Compound	Unknown
113	New Operations Block	5010/37
114	Gas Decontamination Centre (unwounded)	6224/37
115	Barrack Block Type 8/84 (looking glassed)	1132/38 & 9967/38
116	Barrack Block Type 8/84 (looking glassed)	1132/38 & 9967/38
117	Central Heating Station	6217/39
118	MT Sheds & Offices	3444/38
119	MT Special Bay	6225/37
120	Articulated Trailer Bay	6879/37
121	Gas Defence Centre	882/39 & 5028/39
122	Works Flight Servicing Building	4195/35 & 6394/37
123	FFMT Shed	3681/38

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
124	AMWD Cement Store & Office	Unknown
125	Chief Flying Instructor's Office	Unknown
128	Emergency Fire Tank	Unknown
129	Emergency Fire Tank	Unknown
130	Emergency Fire Tank	Unknown
131	Emergency Fire Tank	Unknown
132	Emergency Fire Tank	Unknown
134	Battle Headquarters	11008/41
135	Decontamination Plant Building & Store	Unknown
136	Store	Unknown
137	Store	Unknown
138	Incinerator	Unknown
139	Battery Charging Room	2605/37
140	Watch Office (Control Tower)	12096/41
141	Balloon Filling Hut	Unknown
142	Guard House	Unknown
143	Stand-by-Set House for TF	15761/41
144	Battery Charging Room	15086/41
145	Aviation Petrol Installation (72,000 gallons)	5328/39
146	Aviation Petrol Installation (24,000 gallons)	13083/41
147	Dome Teacher	2709/42
148	Pilots' Rest Room	Unknown
149	Latrine Block	Unknown
150	Drying Room	Unknown
151	Hangar (Over Type Blister)	12512/41
152	Hangar (Over Type Blister)	12512/41
153	Sleeping Shelter	13083/41
154	Latrine Block	2709/42
155	Sleeping Shelter	Unknown
156	Latrine Block	Unknown
157	Instrument Repair Shop	Unknown
159	Workshop & Office	Unknown
160	Armoury	Unknown

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
161	Armoury	Unknown
162	Pilots' Rest Room	Unknown
163	Latrine Block	Unknown
164	Drying Room	Unknown
165	Blister Hangar (Extra Over Type)	12532/41
166	Blister Hangar (Extra Over Type)	12532/41
167	Sleeping Shelter	Unknown
168	Latrine Block	Unknown
169	Transformer Enclosure	Unknown
170	Bomb Stores	Unknown
172	Drying Room	Unknown
173	Latrine Block	Unknown
174	Pilots' Rest Room	Unknown
175	Battery Charging Room	Unknown
176	Armoury	Unknown
177	Blister Hangar (Extra Over Type)	12532/41
178	Sleeping Shelter	Unknown
179	Latrine Block	Unknown
180	Workshop	Unknown
181	Blister Hangar (Extra Over Type)	12532/41
182	SAA Stores (Type C)	Unknown
183	Drying Room	Unknown
184	Latrine Block	Unknown
185	Pilots' Rest Room	Unknown
186	Blister Hangar (Extra Over Type)	12532/41
187	Blister Hangar (Extra Over Type)	12532/41
188	Latrine Block	Unknown
189	Sleeping Shelter	Unknown
190	Transformer Enclosure	Unknown
191	Blister Hangar (Over Type)	12512/41
192	Blister Hangar (Over Type)	12512/41
193	Drying Room	Unknown

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
194	Latrine Block	Unknown
195	Pilots' Rest Room	Unknown
197	Sleeping Shelter	Unknown
198	Latrine Block	Unknown
199	SAA Store	1934/43
200	Blister Hangar (Over Type)	12512/41
201	Blister Hangar (Over Type)	12512/41
202	Armoury	Unknown
203	Armoury	Unknown
204	Ammunition Store (LAA Site L99)	Unknown
205	Generator Set House (LAA Site L99)	Unknown
206	Barrack & Dining Hut (AA Site L99)	Unknown
207	Latrine Block (AA Site L99)	Unknown
208	Drying Room	Unknown
209	Drying Room	Unknown
210	Pilots' Rest Room	Unknown
212	Sleeping Shelter	Unknown
213	Latrine Block	Unknown
214	Transformer Enclosure (4 No.)	Unknown
215	Explosives Stores (Type C)	1934/43
216	Explosives Stores (Type C)	1934/43
217	Explosives Stores (Type C)	1934/43
218	Blister Hangar (Over Type)	12512/41
219	Blister Hangar (Over Type)	12512/41
220	Blister Hangar (Over Type)	12512/41
222	AMWD Workshops	Unknown
223	AMWD Stores	Unknown
224	AMWD Office	Unknown
225	AMWD Enclosure	Unknown
226	SAA Store Type C	1934/43
227	Blister Hangar (Over Type)	12512/41
228	Ammunition Store (AA Site No.L100)	Unknown

Appendix 2: Schedule of Buildings (All Sites) 1946 (contd)

Blg No.	Description	Drawing Number
229	Barrack & Dining Room Hut (AA Site No.L100)	Unknown
230	Cookhouse (AA Site No.L100)	Unknown
231	Ammunition Store (AA Site No.L100)	Unknown
232	Cookhouse (AA Site No.L100)	Unknown
233	Barrack & Dining Hut (AA Site No.L100)	Unknown
234	Barrack & Dining Hut (AA Site No.L100)	Unknown
237	Latrine Block (AA Site No.L100)	Unknown
238	Barrack & Dining Hut (AA Site No.L100)	Unknown
239	Ammunition Store (AA Site No.L100)	Unknown
240	Latrine (AA Site)	Unknown
241	Cookhouse (AA Site)	Unknown
242	Barrack & Dining Hut (AA Site)	Unknown
513-520	Air-Raid Shelters	Unknown

RAF Dispersed Site No.1

230	Picket Post (Type A)	12404/41
240	Fuel Compound (94ft by 54ft)	9108/41
270A	Barrack Hut	2965/42
270B	Barrack Hut	2965/42
270C	Barrack Hut	2965/42
270D	Barrack Hut	2965/42
270E	Barrack Hut	2965/42
270F	Barrack Hut	2965/42
270G	Barrack Hut	2965/42
270H	Barrack Hut	2965/42
270I	Barrack Hut	2965/42
270J	Barrack Hut	2965/42
270K	Barrack Hut	2965/42
270L	Barrack Hut	2965/42
270M	Barrack Hut	2965/42
270N	Barrack Hut	2965/42
270O	Barrack Hut	2965/42
270P	Barrack Hut	2965/42

Appendix 2: Schedule of Buildings (All Sites) 1946, Dispersed Site No.1 (contd)

Blg No.	Description	Drawing Number
282	Sergeants & Airmen's Ablution Block (Type 3)	6499/42
283	Drying Room Type 3	9272/42
287A	Airmen's Latrine Block (Type 72)	6504/42
287B	Airmen's Latrine Block (Type 72)	6504/42
287C	Airmen's Latrine Block (Type 72)	6504/42
406	Air-Raid Shelters (2 No.) 50 Personnel	Unknown
RAF Dispersed Site No.2		
230	Picket Post	12404/41
270A	Barrack Hut	2965/42
270B	Barrack Hut	2965/42
270C	Barrack Hut	2965/42
270D	Barrack Hut	2965/42
270E	Barrack Hut	2965/42
270F	Barrack Hut	2965/42
270G	Barrack Hut	2965/42
270H	Barrack Hut	2965/42
270I	Barrack Hut	2965/42
270J	Barrack Hut	2965/42
270K	Barrack Hut	2965/42
270L	Barrack Hut	2965/42
270M	Barrack Hut	2965/42
270N	Barrack Hut	2965/42
270O	Barrack Hut	2965/42
270P	Barrack Hut	2965/42
270A	Barrack Hut	2965/42
282	Sergeants & Airmen's Ablution Block (Type 3)	6499/42
283	Drying Room Type 3	9272/42
287A	Airmen's Latrine Block (Type 72)	6504/42
287B	Airmen's Latrine Block (Type 72)	6504/42
287C	Airmen's Latrine Block (Type 72)	6504/42
406	Air-Raid Shelters (2 No.) 50 Personnel	Unknown

Appendix 2: Schedule of Buildings (All Sites) 1946, Dispersed Site No.2 (contd)

Blg No.	Description	Drawing Number
RAF Dispersed Site No.3		
230	Picket Post	12404/41
270A	Barrack Hut	2965/42
270B	Barrack Hut	2965/42
270C	Barrack Hut	2965/42
270D	Barrack Hut	2965/42
270E	Barrack Hut	2965/42
270F	Barrack Hut	2965/42
270G	Barrack Hut	2965/42
270H	Barrack Hut	2965/42
270I	Barrack Hut	2965/42
270J	Barrack Hut	2965/42
270K	Barrack Hut	2965/42
270L	Barrack Hut	2965/42
270M	Barrack Hut	2965/42
270N	Barrack Hut	2965/42
270O	Barrack Hut	2965/42
270P	Barrack Hut	2965/42
270A	Barrack Hut	2965/42
282	Sergeants & Airmen's Ablution Block (Type 3)	6499/42
283	Drying Room Type 3	9272/42
287A	Airmen's Latrine Block (Type 72)	6504/42
287B	Airmen's Latrine Block (Type 72)	6504/42
287C	Airmen's Latrine Block (Type 72)	6504/42
406	Air-Raid Shelters (2 No.) 50 Personnel	Unknown
Communal Site		
230	Picket Post (Type A)	12404/41
400	Dining Room (for 601)	Unknown
401	Institute (for 600)	Unknown
402	Airmen's Latrines (Type 8)	Unknown
403	Airmen's Showers & Ablution Block	Unknown

Appendix 2: Schedule of Buildings (All Sites) 1946, Dispersed Site No.3 (contd)

Blg No.	Description	Drawing Number
404	Ration Store (Type 601 to 800)	Unknown
405	Fuel Compound (54ft by 54ft)	9108/41
407	Blast Shelters (for 50 personnel)	Unknown

Appendix 3: Occurrences of 8/84 and 8/56 Barrack Blocks as of February 2009

Airfield	Type 8/84	Type 8/56	Current Status
Existing Stations			
Abingdon	Two	Two	Extant
Bicester	One	One	Extant
Bircham Newton	Two	Two	Extant
Catterick	Two	Nil	Extant
Digby	Two	Nil	Extant
Duxford	Three	One	Three demolished
Grantham	Four	Nil	Extant
Hornchurch	Two	Nil	All demolished
Lee-on-Solent	One (another floor added)	Nil	Extant
Leuchars	Two	Two	All demolished
Mildenhall	Two	One	One demolished (8/56)
Northolt	Four	One	All demolished
North Weald	Four	One	All demolished
Tangmere	Three	Nil	Two demolished
Turnhouse	Three (one with wing extra long)	Nil	Extant
Upper Heyford	Three	Nil	Extant
Wittering	Three	One	Extant
Total	43	12	
Scheme 'A' Stations			
Church Fenton	Three	One	Extant
Cranfield	Three	Nil	Extant
Feltwell	Two	Two	One demolished (8/56)
Harwell	Two	One	Extant
Marham	Two	Two	Extant
Stradishall	Three	Nil	Extant
Thorney Island	Two	One	Extant
Waddington	Two	One	Extant
Total	19	8	

Appendix 3: Occurrences of 8/84 and 8/56 Barrack Blocks (contd)

Airfield	Type 8/84	Type 8/56	Current Status
Scheme 'C' Stations			
Debden	Two	One	Extant
Dishforth	Two	Nil	Extant
Driffield	Three	One	Extant (looks like four / nil on GE)
Finningley	Four	Nil	Three demolished (present on GE)
Hemswell	Six	One	Extant
Honington	Six	One	One 8/84 demolished
Leconfield	Four	Nil	Extant
Linton-on-Ouse	Four (one with extra long wing)	Nil	Extant
Scampton	Three	Nil	Extant
Upwood	Three	One	Extant
Wyton	Six	One	Extant
Total	44	6	
Scheme 'F' Stations			
Bassingbourn (Station R)	Six (one wing blitzed)	One	One 8/84 demolished
Benson	Two	Nil	Extant
Cottesmore	Six	One	Extant
Wattisham	Three	One	Extant
Watton	Three	One	Extant
West Raynham	Three	One	Extant
Total	23	5	

Appendix 3: Occurrences of 8/84 and 8/56 Barrack Blocks (contd)

Airfield	Type 8/84	Type 8/56	Current Status
Scheme 'L' Stations			
Binbrook	Six	One	Extant
Bramcote	Six (seven?)*	One (Nil?)	Extant
Colerne	Six	One	Extant
Coltishall	Six	One	Extant
Coningsby	Seven	One	All demolished
Horsham St Faith	Six	One	All demolished
Kirton-in-Lindsey	Five	Nil	Extant
Leeming	Six	One	Extant
Lindholme	Six	One	Extant
Middle Wallop	Six	One	Extant
Total	60	9	
Scheme 'M' Stations			
Middleton St George	Seven	One	Five demolished (all present on GE)
Newton	Six	One	Extant
North Luffenham	Six	One	Extant
Oakington	Seven	One	Extant
Ouston	Four	Three	Extant
Swanton Morley	Six	Nil	One extant
Swinderby	Seven	One	All demolished
Syerston	Seven	One	One 8/56 extant
Topcliffe	Six	One	Extant
Waterbeach	Seven	One	Five 8/84 demolished
West Malling	Six	Nil	Extant Grade 2 Listed
Total	68	11	
Grand Total	257	51	68

Source: As-built figures: site plans, demolished figures: Google Earth (GE) and local knowledge

*Note Bramcote record site plan (2944/45) shows 6+1, GE clearly shows 7+0.

Appendix 4: 3D Models & Renders, Elevations & Plans



Front elevation 20-08-83 (Photo: JCT)



'A' South Elevation



'B' East Elevation



C' Current Entrance



‘D’ View looking south-east



E' View looking south-west



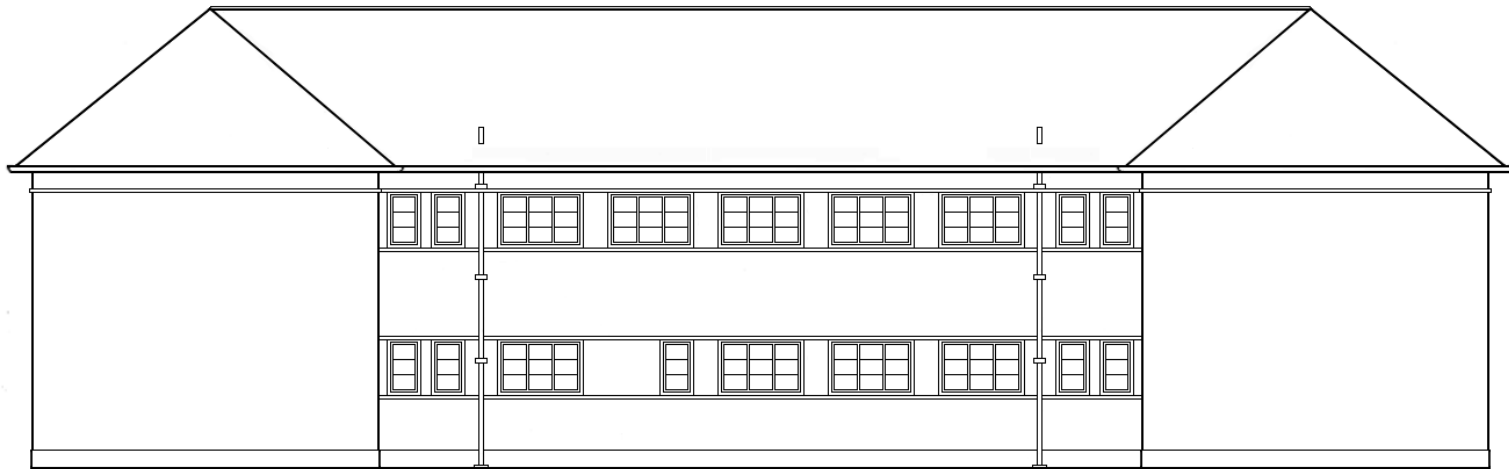
‘G’ View looking south-east



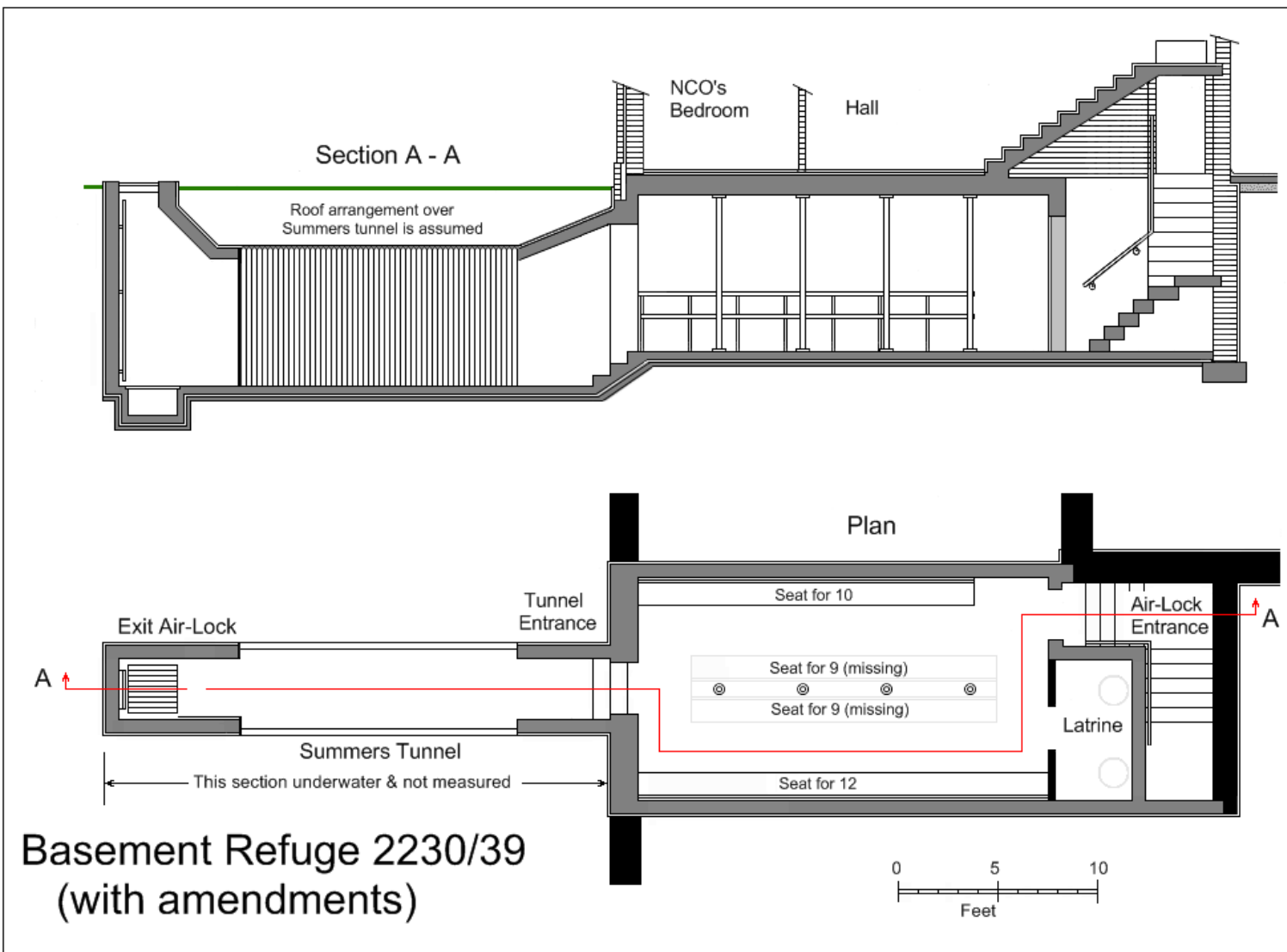
H' South Elevation



'I' North & West Elevations

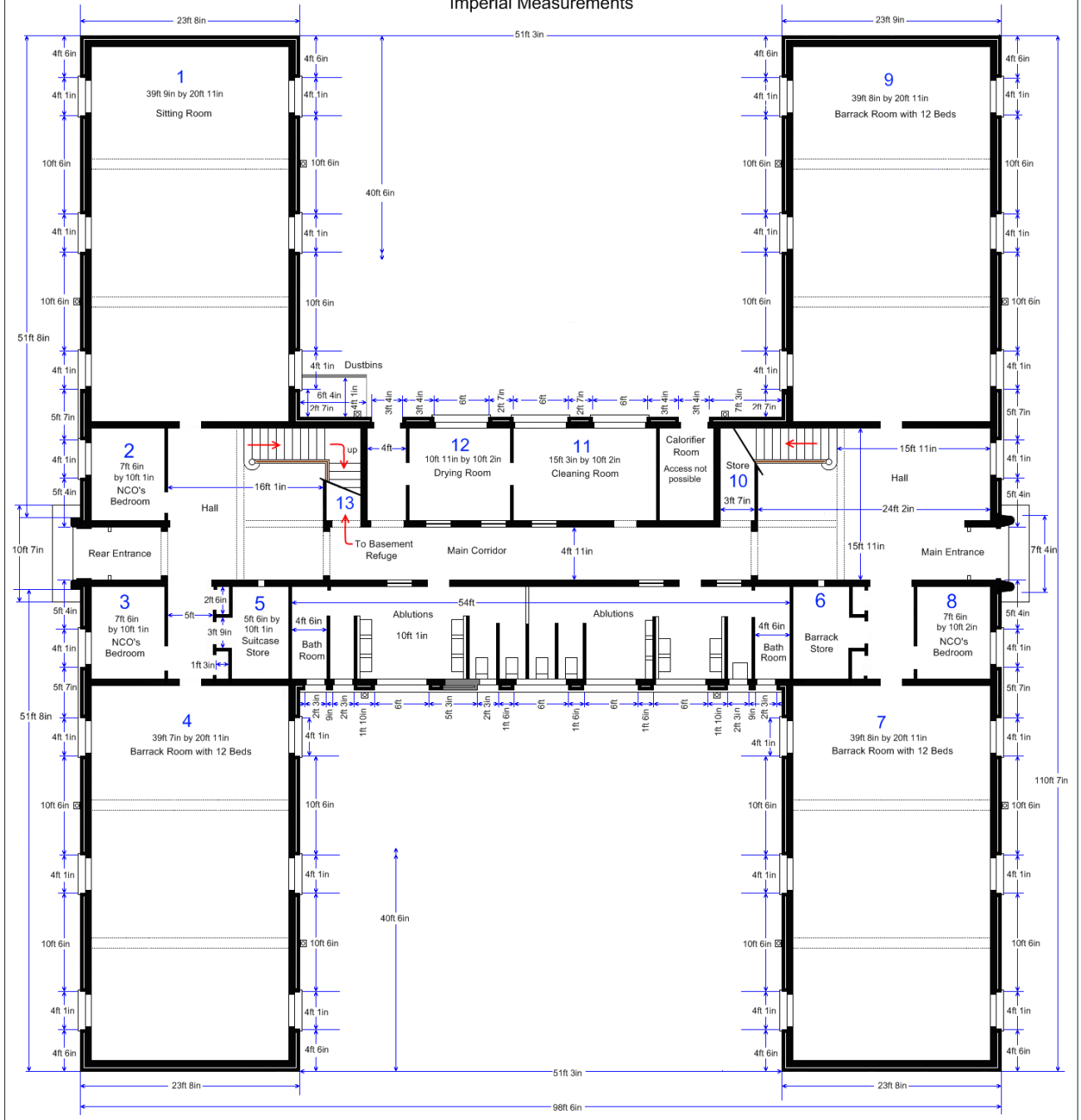


Barrack Block Type 8/84 (Tangmere Blg.116) Pitched Roof Design 9967/38 & 1132/38



Tangmere Building 116 - Barrack Block Type 8/84 Ground Floor Plan

Imperial Measurements



Tangmere Building 116 - Barrack Block Type 8/84 First Floor Plan

Imperial Measurements

Room 14: 39ft 9in by 20ft 11in Barrack Room with 12 Beds

Room 15: 7ft 7in by 10ft 3in NCO's Bedroom

Room 16: 7ft 7in by 10ft 3in NCO's Bedroom

Room 17: 39ft 8in by 20ft 11in Barrack Room with 12 Beds

Room 18: 7ft 7in by 10ft 3in Suitcase Store

Room 19: Bath Room

Room 20: Suitcase Store

Room 21: Bath Room

Room 22: 39ft 8in by 21ft Barrack Room with 12 Beds

Room 23: 7ft 7in by 10ft 3in NCO's Bedroom

Room 24: 7ft 7in by 10ft 3in NCO's Bedroom

Room 25: 39ft 7in by 20ft 11in Barrack Room with 12 Beds

Room 26: 6ft 11in by 10ft 2in NCO's Bedroom

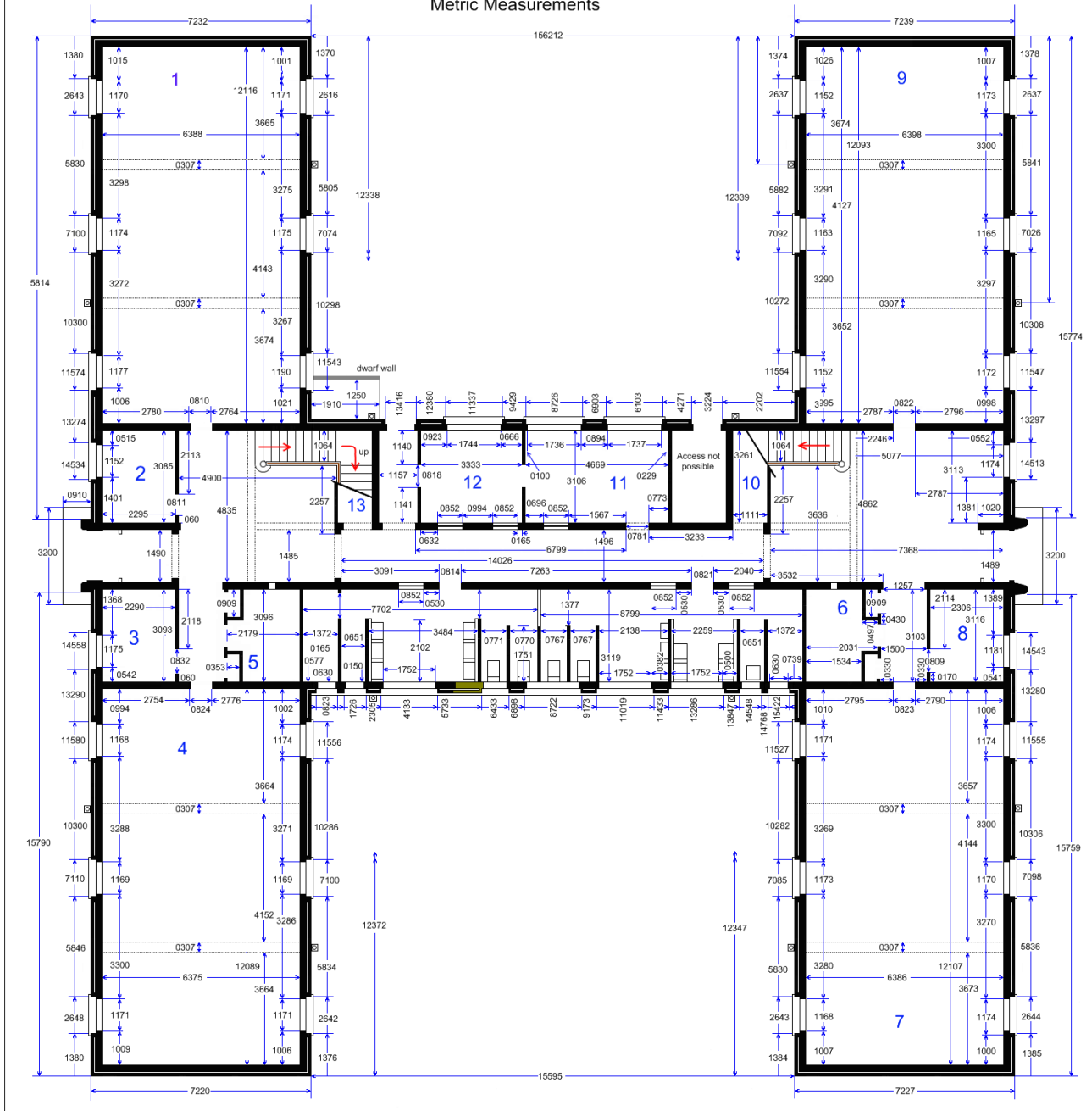
Room 27: 14ft 11in by 10ft 2in Cleaning Room

Room 28: 15ft 2in by 10ft 2in Drying Room

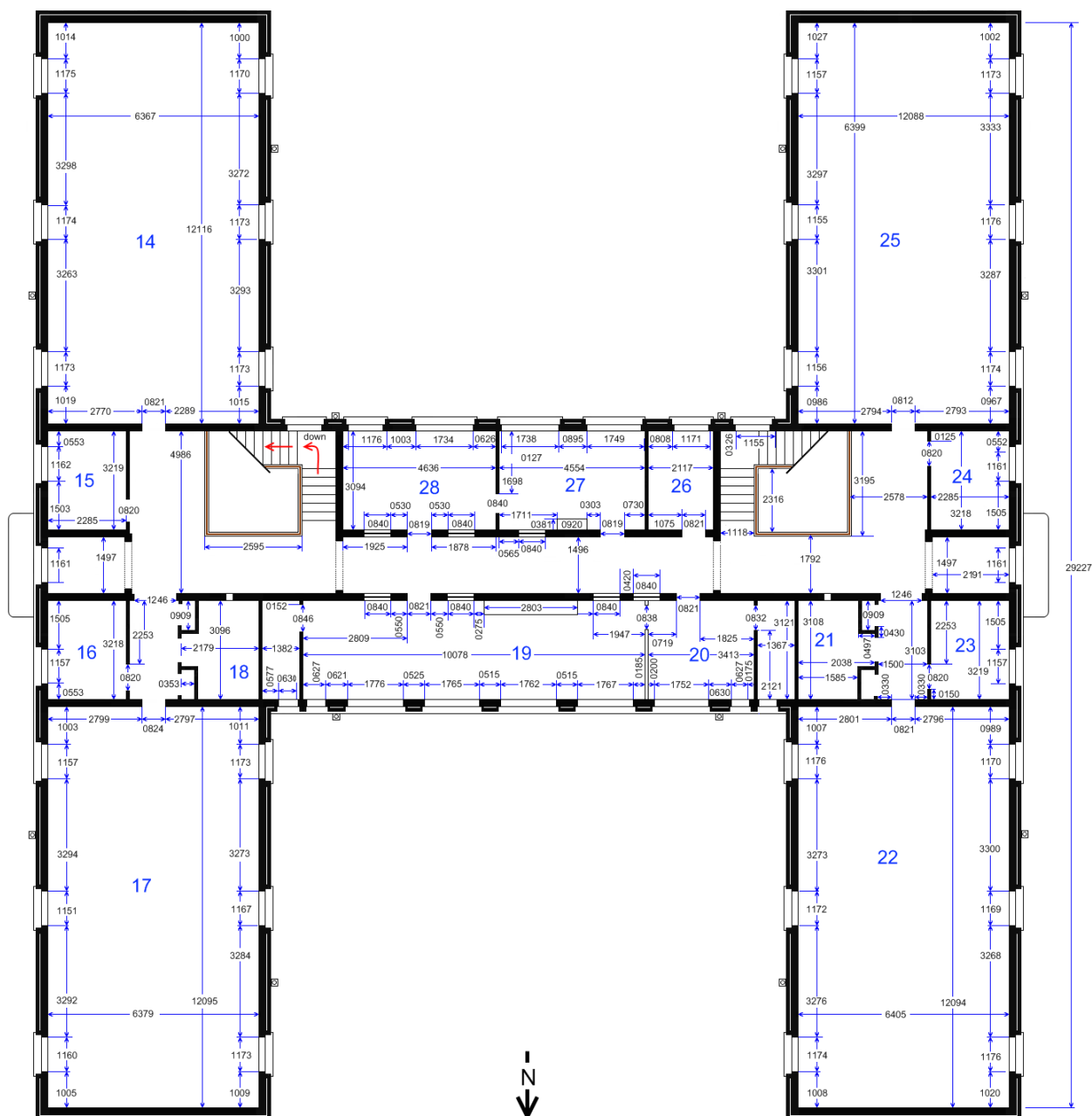
Central Area: Main Corridor, Hall, and Stairs (down)

Tangmere Building 116 - Barrack Block Type 8/84 Ground Floor Plan

Metric Measurements



Metric Measurements



Appendix 5: The National Archives – Primary Sources

AIR 2/63	Water Supply
AIR 2/116	Proposed Purchase of Tangmere Aerodrome from the USA
AIR 2/240	Purchase of Land and Buildings at Tangmere Aerodrome 1923-1925
AIR 2/242	Purchase of Land at Tangmere from the Ecclesiastical Commissioners 1923–24
AIR 2/257	Purchase of land at Tangmere from Mr. J Bayley. (1924–25)
AIR 2/343	Claim for Compensation by Mrs TK Atkinson for depreciation of property near Tangmere Aerodrome 1928-1929
AIR 2/13446	Acquisition and Disposal of Land and Accommodation 1947–54
AIR 2/11187	RAF Station Tangmere – Unit Badge 1953
AIR 2/14619	Deployment Policy 1961–63
AIR 2/15138	Water Supply 194256
AIR 2/15139	Water Supply 1956–75
AIR 2/15487	Local Whitley Committee – RAF Tangmere 1960–62
AIR 2/16876	Tangmere Water Supply 1975–77
AIR 2/18055	Organization Policy 1966–71
AIR 2/18074	RAF Tangmere Organization Policy 1967–70
AIR 20/11013	RAF Tangmere – Freedom of City of Chichester 1960–63
AIR 20/9711	Organization & Administration 1956–58
AIR 77/556	Re-Engagements from with the Service (Tangmere Trial) 1948
AIR 69/1462	Exercise 02 Tangmere – writing an operational order and a warning order by Group Captain PH Saunders February 1945
AIR 69/1577	Exercise 02 Tangmere – writing an operational order and a warning order by Group Captain DW Bayne - October 1945
AIR 69/1783	Exercise 02 Tangmere – writing an operational order and a warning order by Group Captain GN Amison - January 1947
AIR 16/117	Mobilization Exercise During a Home Defence Exercise at Tangmere & Wittering - 1939
AIR 16/1031	Operational Orders and Information - September 1939
AIR 28/802	Operations Record Book – March 1945 to July 1945
AIR 28/803/5	Operations Record Book – March to July 1945
AIR 28/815	Operations Record Book - June 1925 to December 1944

AIR 28/816	Operations Record Book - January to February 1945 & August to November 1945
AIR 28/817	Operations Record Book – December 1945
AIR 28/1129	Operations Record Book – January 1946 to December 1950
AIR 28/1272	Operations Record Book - January 1951 to December 1955
AIR 28/1426	Operations Record Book – January 1956 to December 1960
AIR 28/1686	Operations Record Book - January 1961 to December 1965
AIR 29/883	Anti-Aircraft Flights 4016, RAF Regiment 4016 - February 1943 to May 1943
AIR 29/883	Anti-Aircraft Flight 4067, RAF Regiment Westhampnett and Tangmere - January 1943 to February 1943
AIR 29/887	Bomb Disposal Flight 6625, 2 nd TAF - June 1943 to August 1945
AIR 29/3686	38 Group Support Unit - 1965–70
AIR 29/38	Group Support Unit - June 1969 to July 1969
AIR 29/27	Fighter Interception Unit - 10 April 1940 to 18 September 1940
AIR 29/884	No.4260 Flight, RAF Regiment - January 1943 to May 1943
AIR 29/927	Central Fighter Establishment Tangmere and West Raynham - April to December 1945
AIR 29/2556	No. 896 SU – January 1956 to February 1957
AIR 29/3340	No.2 GRSS January 1961 to November 1963
AIR 50/443	146 Wing – 41, 91, 118, 193, 257, 402 and 416 Squadrons - July 1943 to May 1944
AIR 50/470	Fighter Interception Unit - 1940
AIR 50/497	410 Repair & Salvage Unit F/O H Bowker - May 1944

Appendix 6: AiX – ARG Limited Archive Plans & Photographs

Drainage Engineer's Plan 631/19

Air Ministry Drawing Elevation Drawing 641/22

Air Ministry Drawing 1132/38 Type 8/84 Barrack Block, protected roof design - Plans

Air Ministry Drawing 9967/38 Type 8/84 Barrack Block, pitched roof design - Elevations

Air Ministry Drawing 11597/38 – Type 8/56 Barrack Block pitched roof design - Elevations

Air Ministry Drawing 11598/38 – Type 8/56 Barrack Block pitched roof design - Plans

Tangmere Photographic Survey 16-07-82

Air Ministry Site Plan 2322/27

Air Ministry Site Plan 233/35